Georgia Department of Transportation

Interoffice Memo
Office of Design Policy & Support

DATE: **6/6/2019**

FILE: P.I.# 0013998
Oconee, Walton Counties / GDOT District 1 - Gainesville
SR 186 @ Apalachee River –Bridge Replacement

FROM: for Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
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Eric Duff, State Environmental Administrator
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Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
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Patrick Allen, State Utilities Engineer
Benny Walden, Statewide Location Bureau Chief
Brandon Kirby, District Engineer
Sue Anne Decker, District Preconstruction Engineer
Lynn Palmer, District Utilities Supervisor
Mindy Sanders, Project Manager
BOARD MEMBER - 10th Congressional District

Limited Scope Project Concept Report

Project Type:	Bridge Replacement	P.I. Number:	0013998
GDOT District:	1	County:	Oconee, Walton
Federal Route Number:	N/A	State Route Number:	186
Project Number:	N/A		

This project consists of replacing the existing bridge on SR 186 over Apalachee River.

**Preferred Alternate changed to include off-site detour in August 2018. Report Update submitted 5-13-2019 to include Public Meeting Results

Submitted for approval:

Moffatt & Nichol — Darren J. Witten — 4/16/19

Kimberley W. Mosbatt — Date 5/13/19

State Program Delivery Administrator

GDOT Project Manager — C.L.B. (SHP) — 5/13/19 — Date

Date

*Recommendations on file

Recommendation for approval:

*Eric Duff/KLP — State Environmental Administrator — 9-4-2018 — Date

*Andrew Pearson/KLP — For State Traffic Engineer — 9-26-2018 — Date

*Bill DuVall/KLP — State Bridge Engineer — 9-27-2018 — Date

*Brandon Kirby/KLP — District Engineer — 9-14-2018 — Date

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

*Paul Tanner/KLP — State Transportation Planning Administrator — 9-17-2018 — Date

Approval:

Concur: Hiral Patel — GDOT Director of Engineering — 5-31-19 — Date

Approve: Margaret B. Pirkle — GDOT Chief Engineer — 6/6/19 — Date

PROJECT LOCATION MAP

Structure ID 297-0031-0
Map Not To Scale

PLANNING & BACKGROUND DATA

Project Justification Statement: The bridge on SR 186 over Apalachee River, Structure ID 297-0031-0, was built in 1958. This bridge consists of thirteen (13) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with concrete columns. The bridge was designed using an H-15 vehicle, which is below current design standards. A structural analysis shows a lower than expected carrying capacity in the superstructure and substructure of this bridge. The overall condition of this bridge would be classified as poor. The deck is in fair condition with minor cracking with efflorescence and spalls with exposed rebar. The superstructure is in poor condition with flexure cracking in the RCDG's and spalls with exposed rebar. The substructure is in satisfactory condition with cracking in the concrete caps and spalls with exposed rebar. This bridge is classified as having an unknown foundation and therefore could be at risk for scour. Due to the structural integrity of the bridge pertaining to the design vehicle, the structural analysis of the superstructure and substructure, and the unknown foundation and poor condition of the superstructure, replacement of this 59-year-old bridge is recommended.

Existing conditions: SR 186 is a two-lane rural highway with 12-foot travel lanes and five-foot shoulders (one-foot paved). The existing bridge is 468-feet long with 12-foot travel lanes and one-foot shoulders.

Other projects in the area:

- PI No 0013613, SR 24 / US 441 FM Apalachee Rvr to CS 7 & FM SR 186 to Watkinsville Byp

MPO: N/A - not in an MPO **TIP #:** N/A

Congressional District(s): 10

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 21%
Current Year (2018): 3050 Open Year (2022): 3250 Design Year (2042): 4350
Traffic Projections Performed by: Moffatt & Nichol
Date approved by the GDOT Office of Planning: December 12, 2018

AASHTO Functional Classification (Mainline): Major Collector

AASHTO Context Classification (Mainline): Rural

AASHTO Project Type (Mainline): Reconstruction

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required?	☒No	☐Yes	
Feasible Pavement Alternatives:	☒HMA	☐PCC	☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: The proposed project will replace the existing 468-foot long bridge at SR 186 and Apalachee River with an approximately 500-foot long bridge with 12-foot travel lanes and eight-foot shoulders. The overall project length is approximately 0.30 miles. The substandard existing bridge will be replaced with a bridge that meets current standards and is structurally sufficient. The proposed offsite detour route has a net length of 15.8 miles and utilizes only state routes within the area.

Major Structures:

Structure ID	Existing	Proposed
297-0031-0	The existing bridge is 468-feet long and 32-feet wide with two 12-foot lanes and one-foot shoulders.	The proposed bridge is approximately 500-feet long and 43.25-feet wide with two 12-foot lanes and eight-foot shoulders.

Accelerated Bridge Construction (ABC) techniques anticipated: ☐ No ☒ Yes

The existing structurally deficient bridge will be replaced and widened to meet current design loading and shoulder width requirements. To reduce traffic impacts and onsite construction time, potential ABC techniques being considered include:

- Use of an off-site detour – Per schedule estimates, this could save as much as 6 months of construction time over an offset alignment. Advantages are allowing the contractor to maintain current roadway alignment, which minimizes impacts, and completing construction as quickly and safely as possible.
- Use of prefabricated deck-beam elements – Current GDOT deck beams are limited to shorter span lengths than we are proposing for this project and would require more supporting bents in the river. The time savings in using deck-beam elements would likely be negated by the time needed to construct additional bents. For this project, we feel minimizing the number of bents in river is more cost-effective overall.
- Use of prefabricated concrete columns and/or bent caps – Use of prefabricated columns and/or bent caps over the length of the bridge could save as much as 3 months of total construction time over use of conventional C.I.P. columns or caps.

Is the project located on a NHS roadway? ☒ No ☐ Yes

Is the project located on a Special Roadway or Network? ☒ No ☐ Yes *Network Type*

Mainline Design Features: SR 186 @ Apalachee River

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	2		2
- **Lane Width(s)**	**12 ft**	**11-12 ft**	**12 ft**
- **Median Width & Type**	**N/A**	**N/A**	**N/A**
- **Outside Shoulder Width**	**5 ft (1 ft paved)**	**8 ft (4 ft paved)**	**8 ft (4 ft paved)**
- **Outside Shoulder Width (Bridge)**	**1 ft**	**8 ft**	**8 ft**
- **Outside Shoulder Slope**	**6%**	**6%**	**6%**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**N/A**	**N/A**	**N/A**
- Auxiliary Lanes	N/A		N/A
- **Bike Accommodations**	**N/A**	**N/A**	**N/A**
Posted Speed	45 MPH		45 MPH
Design Speed	**45 MPH**	**45 MPH**	**45 MPH**
Minimum Horizontal Curve Radius	**1115 ft**	**643 ft**	**1300 ft**
Maximum Superelevation Rate	**7%**	**6% or 8%**	**5.2%**
Maximum Grade	**5.7%**	**8%**	**5.7%**
Access Control	**Permitted**	**Permitted**	**Permitted**
Design Vehicle	H-15	SU	WB-67
Check Vehicle	N/A		N/A
Pavement Type	Asphalt		Asphalt

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: None

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☐ No ☐ Undetermined ☒ Yes
If yes: Roadway type to be closed: ☐ Local Road ☒ State Route
Detour Route selected: ☐ Local Road ☒ State Route
District Concurrence w/Detour Route: ☐ No/Pending ☒ Received 4/4/2018

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections:
- SR 186 @ Jefferson Road/Falls View Drive
- SR 186 @ Frazier Hill Road

Intersection Control Evaluation (ICE) Required: ☐ No ☒ Yes

Roundabout Concept Validation Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: N/A

Utility Involvements:
- Atlanta Gas Light
- ATT
- Georgia Power
- Charter

SUE Required: ☒ No ☐Yes
Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way (ROW): Existing width: Varies 80-100ft. Proposed width: Varies 105-160ft.

Required Right-of-Way anticipated: ☐None ☒Yes ☐Undetermined

Easements anticipated: ☐None ☒Temporary ☒Permanent ***** ☐Utility ☐Other

***** *Permanent easements will include the right to place utilities.*

Anticipated total number of impacted parcels:		6
	Businesses:	1
Displacements anticipated:	Residences:	0
	Other:	1
	Total Displacements:	2

Location and Design approval: ☐ Not Required ☒ Required

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Avoiding impacts to the old mill southeast of the bridge, avoiding impacts to the Town Hall, and avoiding impacts to the concrete weir dam just downstream of the existing bridge.

Context Sensitive Solutions Proposed: None

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: NEPA ~ CE

Level of Environmental Analysis:

☐ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☒ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:
MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: Section 404 and Georgia EPD Stream Buffer Variance

Air Quality:

Is the project located in an Ozone Non-attainment area?	☒ No	☐ Yes
Carbon Monoxide hotspot analysis required?	☒ No	☐ Yes

NEPA/GEPA Comments & Information:

- **Ecology:** An Ecology Assessment of Effects (AOE) will be required.
  - Protected Species – Altamaha Shiner
  - Critical Habitat – Altamaha Shiner
  - Protected Species Survey Reports – to be determined based on results of field verification and assessment of suitable habitat. Special Provisions may be required.
- **History:** A HRSR had been completed and an AOE will be required. In addition, there is a potential for 4(f) if a contributing feature in the historic district has an “adverse affect” as determined by the SHPO.
- **Archaelogy:** A Phase I field survey has been completed and Phase II testing has been recommended. The project has the potential to effect archaeological resources.
- **Air:** Screening type report, no modeling
- **Noise Report:** Full report and modeling
- **Public Detour Open House (PDOH):** A PDOH was conducted March 7, 2109, since an offsite detour is recommended.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Kick-off Meeting – 12/6/2017
Alternatives Meeting – 3/20/2018
Concept Team Meeting – 5/16/2018
Stakeholder Meeting – 1/9/2019
Public Detour Open House Meeting – 3/7/2019
Alternatives Review Meeting – 4/9/2019

Other coordination to date: Early Detour coordination via questionnaires and a detour map were provided to local stakeholders. Responses were received from the Emergency Management Agency (EMA), the School Board, and Local Government.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Moffatt & Nichol
Design	Moffatt & Nichol
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	CALYX, Ecological Solutions, VHB
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Programmed Cost:	$500,000		$250,000	N/A	$6,390,916	$7,140,916
Funded By:	GDOT	GDOT	GDOT	GDOT	GDOT	
Estimated Amount:	$950,000	$26,400	$475,000	$70,000	$6,049,774	$7,571,174
Date of Estimate:	2017	7/11/2018	10/3/2018	3/26/2018	4/15/2019	
Cost Difference:	$450,000		$225,000	$0	-$341,142	$430,258

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Preferred Alternative G: This alternative includes reconstruction near the existing alignment accomplished by means of an off-site detour and will involve the replacement of the existing substandard 468-foot long bridge with a proposed 500-foot long bridge.

Estimated Property Impacts:	**6**	**Estimated Total Cost:**	**$7,571,174**
Estimated ROW Cost:	**$475,000**	**Estimated CST Time:**	**15 months**

Rationale: This alternative will close the existing roadway to replace the bridge, allowing the use of ABC techniques to greatly reduce construction time. In addition, this option will have the least impacts to adjacent resources and properties. Only six parcels will be impacted, including the displacement of two parcels. This option will require a 26.9 mile off-site detour, resulting in a net increase distance of 15.8 miles for trucks via the state route system (compared to the 11.1 miles along SR 186). Local residents have the option to use local roads to shorten the detour. During bridge closure, access to the U.S. Post Office and the North High Shoals Town Hall will be impacted on the north end of the bridge. Early coordination with the Emergency Management Agency (EMA), the School Board and the Local Government suggest that there is moderate to high impact if the bridge were to be closed for up to a year. EMA is concerned that a detour will significantly delay emergency response to Walton County. EMS services will still be available but they may come from a different location. At the stakeholder meeting, since the project is on the County line EMA & EMS were less concerned about impacts serving their respective Counties, but said they would be restricted when adjacent counties rely on backup services. The School Board stated that there are no bus routes that cross the bridge but there are students that live in the vicinity. The Local Government requests that the detour route be restricted to State Highways only since the local roads are designated 'No Thru Truck Routes' by local ordinance.

No-Build Alternative: No Build

Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$0**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**0 months**

Rationale: This alternative was rejected because it does not achieve the improved safety condition by replacement of the aging and deficient structure that is proposed in the project justification statement.

Alternative B: This alternative includes maintaining traffic on the existing bridge while constructing the replacement on an offset alignment approximately 100 feet upstream of the existing bridge.

Estimated Property Impacts:	**7**	**Estimated Total Cost:**	**$7,973,461**
Estimated ROW Cost:	**$562,198*** **	**Estimated CST Time:**	**21 months**

Rationale: This western alignment shift will impact seven parcels and displace three parcels. This alignment will avoid the North Shoals Town Hall, a historic property located along the project, but will impact potentially eligible historic structures and archaeological remnants of the High Shoals Manufacturing Company located southwest of the existing bridge. Jefferson Road will be realigned between the historic Town Hall and a church just north of the new intersection. This alternative will utilized ABC techniques and maintain one lane of traffic in both directions during construction and has an estimated construction time three months shorter than all of the other alternatives that don't require an off-site detour. This alternative was not chosen because of its increased environmental impacts, cost, construction time,constructability, and impacted properties.

***GDOT ROW Estimate Cost requested on 4/18/18; Estimated ROW Cost provided by the Consultant.

Alternative E: This alternative includes staged construction with single lane conditions and a temporary signal, which will not require a detour and will allow the proposed roadway to tie-in to the existing roadway much sooner.

Estimated Property Impacts:	**8**	**Estimated Total Cost:**	**$8,011,476**
Estimated ROW Cost:	**$522,363*** **	**Estimated CST Time:**	**24 months**

Rationale: This alternative will impact eight parcels and will displace two parcels. This alignment will avoid the North Shoals Town Hall and a historic property located along the project, but will require staged

construction for the single lane, two-way traffic, therefore requiring the need for a temporary signal. Bridge spans 1-2 could be built as a full width deck for two lanes and spans 3-5 wide enough for only one-lane of traffic. Use of hammerhead bents or some other split bent substructure alternative design will be necessary to split construct the deck until the north end of the existing bridge can be removed. This alternative will utilize ABC techniques, however has the highest cost and construction time. This alternative was not chosen because of increased environmental impacts, cost, construction time, increased impacted parcels, and difficulty in constructability and staging traffic.

***GDOT ROW Estimate Cost requested on 4/18/18; Estimated ROW Cost provided by the Consultant.

Alternative A: This alternative includes maintaining traffic on the existing bridge while constructing the replacement on an offset alignment approximately 60 feet upstream of the existing bridge.			
Estimated Property Impacts:	**8**	**Estimated Total Cost:**	**$7,631,168**
Estimated ROW Cost:	**$528,465*** **	**Estimated CST Time:**	**24 months**
Rationale: This western alignment shift will impact eight parcels and displace three parcels. This alignment will avoid the North Shoals Town Hall, a Historic property located along the project, but will impact potentially eligible historic structures and archaeological remnants of the High Shoals Manufacturing Company located southwest of the existing bridge. This alternative was not chosen because of increased environmental impacts, cost, construction time, increased impacted parcels, potential impact of historic structures, and difficulty in constructability and staging traffic.			

***GDOT ROW Estimate Cost requested on 4/18/18; Estimated ROW Cost provided by the Consultant.

Additional Comments/ Information: The local community expressed a desire for the proposed bridge to have a decorative finish and/or elements.

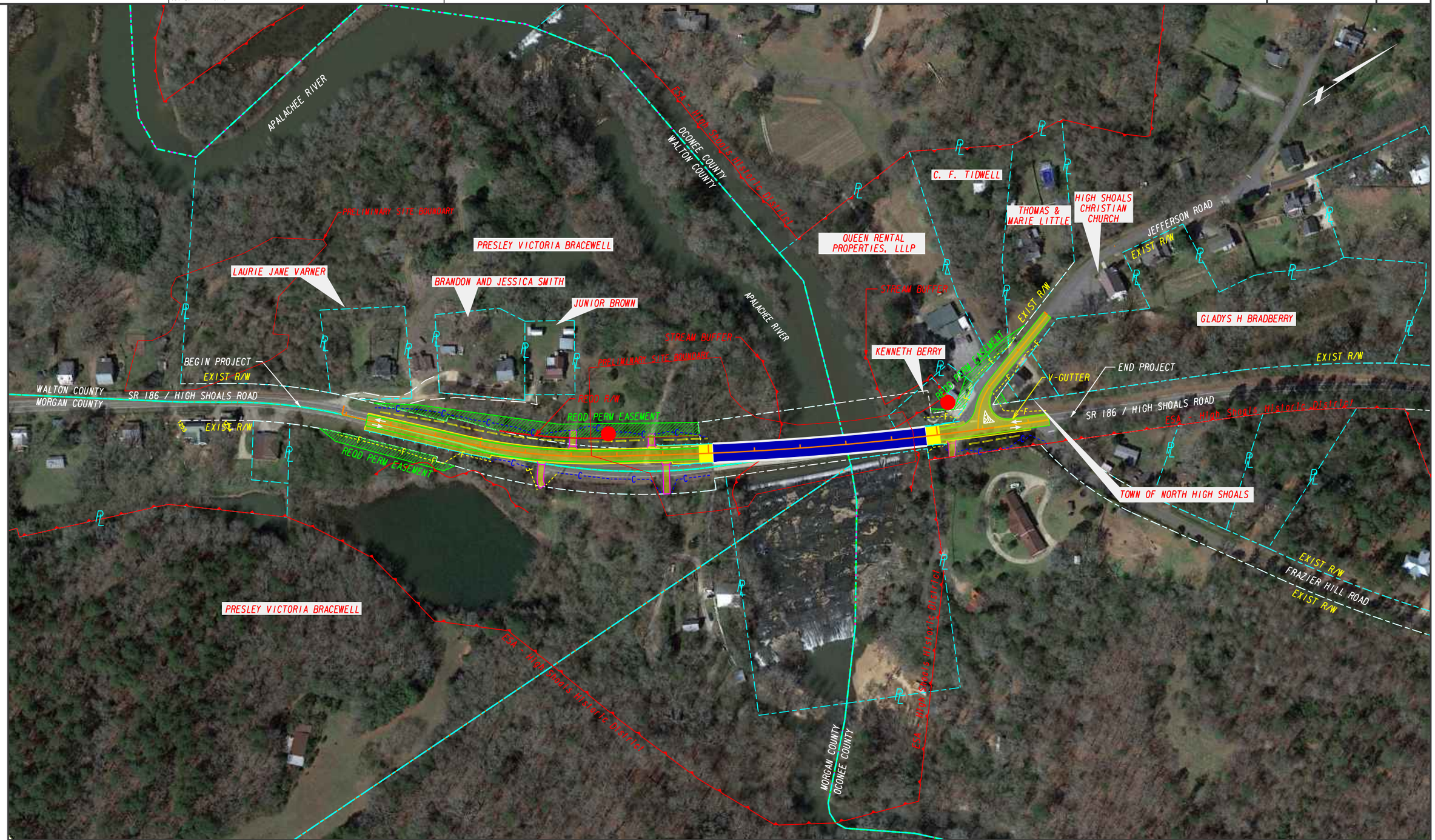
LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Detour Map
3. Typical sections
4. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection and Contingencies
    b. Revisions to Programmed Costs forms, & Liquid AC Cost Adjustment forms
    c. Right-of-Way (Preferred Alternative estimate from GDOT)
    d. Right-of-Way (by Consultant)
    e. Environmental Mitigation
    f. Utilities
5. Concept Utility Report
6. Approved Bridge Traffic Memo
7. Local Detour Roads Report
8. Intersection Control Evaluation
    a. SR 186 @ Jefferson Road
    b. SR 186 @ Frazier Hill Road
9. S I & A Report
10. Meeting Minutes
    a. Kick-Off Meeting
    b. Alternatives Meeting
    c. Concept Team Meeting
    d. Stakeholder Meeting
    e. Alternatives Review Meeting

11. Supporting Emails / Documents from Local Authorities
    a. Local Gov't Impact Response
    b. GDOT Detour Impact Response
    c. School System Detour Impact Response
    d. EMA Impact Response

12. Draft PDOH Summary Response Letter

4/16/2019 4:26:37 PM	GPLOT-V8	SR186_Apalachee River ALT G.dgn	GDOT	P.I. No.
dfox	GDOT_off-white.tbl			



			REVISION DATES	ALT G OFF-SITE DETOUR

SCALE IN FEET
0 100 200 400

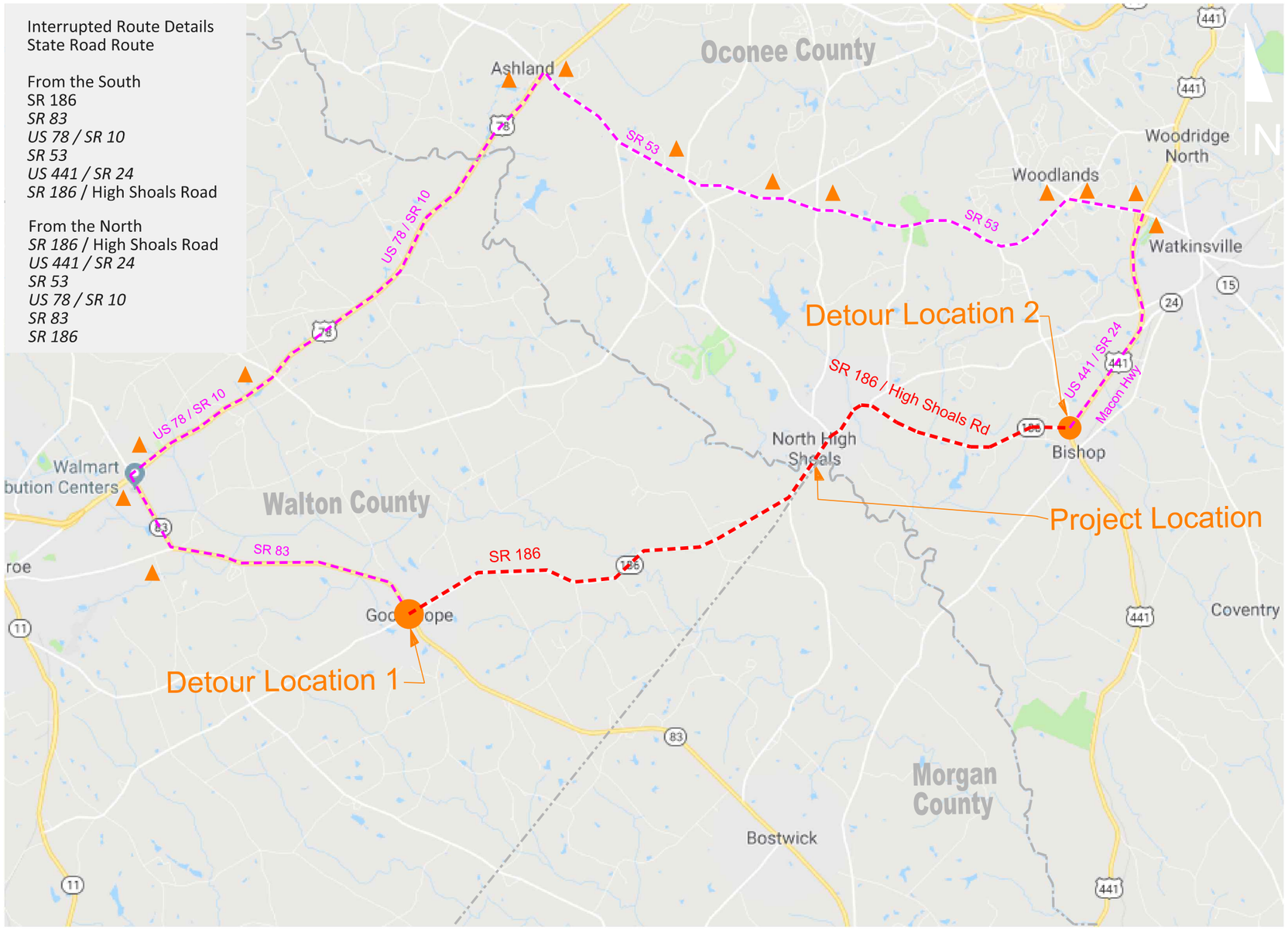
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

Interrupted Route Details
State Road Route

From the South
SR 186
SR 83
US 78 / SR 10
SR 53
US 441 / SR 24
SR 186 / High Shoals Road

From the North
SR 186 / High Shoals Road
US 441 / SR 24
SR 53
US 78 / SR 10
SR 83
SR 186



Distance from Detour Location 1 to Detour Location 2 is currently 11.1 Miles.

Distance from Detour Location 1 to Detour Location 2 using the Detour Route is 26.9 Miles, an increase of 15.8 Miles.

Schools, churches, institutions impacted: Post office on north side of project.
Substandard or load posted bridges on the detour routes: None

- Main Detour Point
- Location of Other Advisory Detour Signs
- County Line
- Detour Route
- Interrupted Route

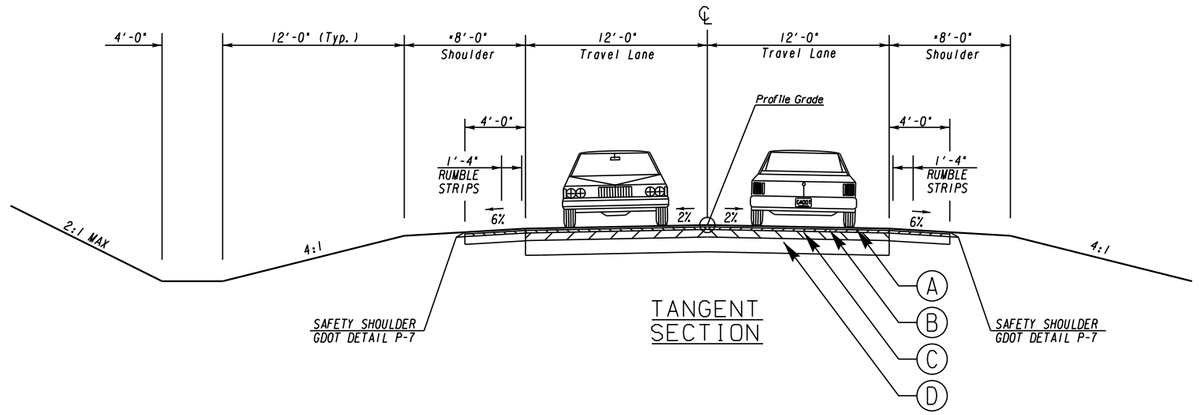
PI No. 0013998, Oconee, Morgan, and Walton Counties
For SR 186 Bridge #297-0031-0

Proposed Detour Route Map

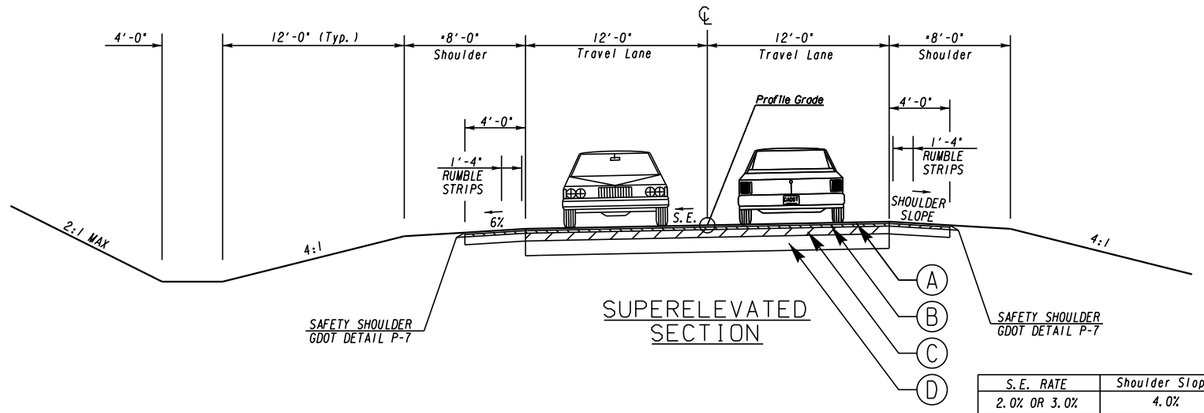
moffatt & nichol

Oct 16, 2018

(*) REFER TO GDOT DETAIL S-4 WHERE GUARDRAIL IS SHOWN ON PLAN VIEW.

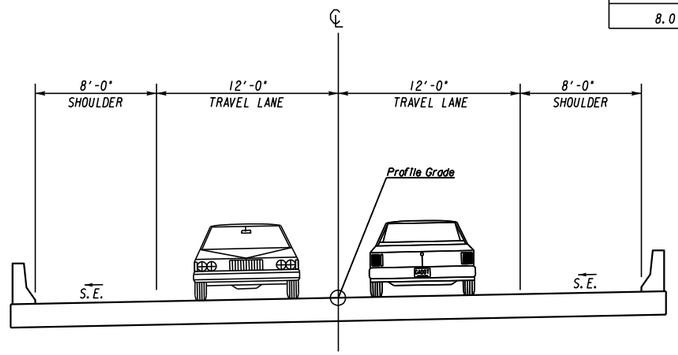


TANGENT SECTION



SUPERELEVATED SECTION

S.E. RATE	Shoulder Slope
2.0% OR 3.0%	4.0%
4.0% OR 5.0%	2.0%
6.0% OR 7.0%	1.0%
8.0 % +	0.0%



BRIDGE SECTION

PAVEMENT DESIGN

(A) 135 LB/SY RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME
(B) 220 LB/SY RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
(C) 550 LB/SY RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME
(D) 10" GRADED AGGREGATE BASE

REVISION DATES

TYPICAL SECTIONS

CHECKED: DATE:
BACKCHECKED: DATE:
CORRECTED: DATE:
VERIFIED: DATE:

DRAWING No. 05- 001

10/23/2015 GPLN

Georgia Department of Transportation

Interoffice Memo

FILE

PI NUMBER	0013998	PROJECT DESCRIPTION	SR 186 @ Apalachee River, Oconee County
OFFICE	Program Delivery		
DATE	Monday, April 15, 2019		

From: Kimberly Nesbitt, State Program Delivery Administrator

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: **REVISIONS TO PROGRAMMED COSTS**

Project Manager:	Mindy Sanders
Management Let Date:	1/15/2021
Managment Right of Way Date:	1/15/2020

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Programmed Costs (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	$4,500,000.00	04/15/2019	$6,049,774.33
RIGHT OF WAY	$250,000.00	10/03/2018	$475,000.00
UTILITIES		03/26/2018	$70,000.00

Explanation for Cost Increase and Contingency Justification:

The construction cost estimate has increased due to an increase in unit costs as well as the revised Right of Way and Utility Cost Estimates. The contingency is set to 15% based on medium identified risks.

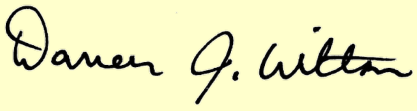
Attachments:

1. Cost Estimate Summary (CES) Report
2. Right of Way Cost Estimate

Georgia Department of Transportation

Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	Moffatt & Nichol
Printed Name:	Darren Wilton, PE
Title:	Project Manager
Signature:	
Date:	4/15/2019

Georgia Department of Transportation

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Cost Estimate Worksheet:

CONSTRUCTION COST ESTIMATE (Required base estimate entered from CES and should not include E&I). →	**A**	$ 4,995,135.91
ENGINEERING AND INSPECTION (The default E&I percentage is 5.0%, but may be adjusted per project scope.) →	**D**	$ 249,756.80

Construction Cost	E&I Percentage	E&I Cost
B	C	D = B x C
$ 4,995,135.91	5%	$ 249,756.80

CONTINGENCY (Refer to the Risk and Contingencies Table included in GDOT Policy 3A-9 Cost Estimating Purpose) →	**I**	$ 786,733.91

Construction Cost	E&I Cost	Construction + E&I	Contingency Percentage	Contingency Cost
E	F	G = E + F	H	I = G x H
$ 4,995,135.91	$ 249,756.80	$ 5,244,892.71	15%	$ 786,733.91

ASPHALT FUEL PRICE ADJUSTMENT (Leave blank if not applicable) →	**Q**	$ 18,147.72

Date	Apr 2019
Regular Unleaded	$2.613/ GAL
Diesel	$3.018/ GAL
Liquid AC	$517.00/ TON

Current Asphalt Fuel Index Prices can be found at the link below:

http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

	Description	Tons	Percentage of Asphaltic Concrete	Tons of Asphaltic Concrete	Total Monthly Tonnage of Asphalt Cement (TMT)	Monthly Asphalt Cement Price month project let (APL)	Max. Cap	Monthly Asphalt Cement Price month placed (APM)	Price Adjustment (PA)
		J	K	L = J x K	M = Sum of Columns L, T & W	N	O	P = (N x O)+N	Q = [((P - N) / N)] x M x N
Liquid AC	Leveling	150.00 TN	5.00%	7.50 TN	58.50 TN	$517.00/ TON	60%	$ 827.20	$ 18,147.72
	9.5 mm SP	340.00 TN	5.00%	17.00 TN					
	12.5 OGFC								
	12.5 PEM								
	12.5 mm SP								
	19 mm SP	280.00 TN	5.00%	14.00 TN					
	25 mm SP	370.00 TN	5.00%	18.50 TN					
Bituminous Tack Coat	Description	Tack Coat	GL/TN	Tons					
		R	S	T = R/S					
	Tack Coat	350.00 GL	232.8234 GL/TN	1.50 TN					
Bituminous Tack Coat (Surface Treatment)		SY	GL/SY	TN					
	Description	U	V	W = (U x V) / (232.8234 GL/TN)					
	Single Surface Treatment		0.20 Gl/SY						
	Double Surface Treatment		0.44 Gl/SY						
	Triple Surface Treatment		0.71 Gl/SY						

CONSTRUCTION TOTAL COST →	**X = A+D+I+Q**	$ 6,049,774.33
RIGHT OF WAY COST →	**Y**	$ 475,000.00
UTILITIES COST (Provided by Utility Office) →	**Z = Sum of Reimbursable Costs**	$ 70,000.00

Utility Owner	Reimbursable Cost	Utility Owner	Reimbursable Cost
Georgia Power	$ 70,000.00		

STATE HIGHWAY AGENCY

DATE : 04/15/2019
PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0013998 SPEC YEAR: 13
DESCRIPTION: SR 186 AT APALACHEE RIVER - PREFERRED ALT G

ITEMS FOR JOB 0013998

LINE	ITEM	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000	LS	TRAFFIC CONTROL - 0013998	1.000	192000.00	192000.00
0009	153-1300	EA	FIELD ENGINEERS OFFICE TP 3	1.000	90876.34	90876.35
0010	210-0100	LS	GRADING COMPLETE - 0013998	1.000	250000.00	250000.00
0015	163-0232	AC	TEMPORARY GRASSING	4.000	595.30	2381.22
0020	163-0240	TN	MULCH	20.000	320.11	6402.30
0025	163-0300	EA	CONSTRUCTION EXIT	2.000	1769.98	3539.97
0030	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	1.000	490.74	490.75
0035	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	20.000	434.90	8698.15
0040	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	2.000	226.24	452.48
0045	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	1550.000	0.95	1486.87
0050	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	200.000	6.75	1351.39
0055	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	1.000	139.18	139.19
0060	165-0101	EA	MAINT OF CONST EXIT	2.000	703.26	1406.54
0065	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	2.000	86.52	173.05
0070	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	4.000	254.12	1016.52
0075	167-1500	MO	WATER QUALITY INSPECTIONS	15.000	633.77	9506.66
0080	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	3100.000	3.93	12203.62
0090	310-1101	TN	GR AGGR BASE CRS, INCL MATL	940.000	38.38	36085.52
0095	402-1812	TN	RECYL AC LEVELING,INC BM&HL	150.000	119.05	17858.58
0100	402-3121	TN	RECYL AC 25MM SP,GP1/2,BM&HL	370.000	105.77	39138.18
0105	402-3103	TN	REC AC 9.5 MM SP,TPII,GP2, INCL BM & HL	340.000	106.66	36267.63
0110	402-3190	TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	280.000	110.82	31030.29
0115	413-0750	GL	TACK COAT	350.000	2.27	794.50
0124	432-5010	SY	MILL ASPH CONC PVMT,VARB DEPTH	270.000	16.29	4400.44
0125	433-1000	SY	REINF CONC APPROACH SLAB	281.000	202.56	56919.86
0128	441-0301	EA	CONC SPILLWAY, TP 1	4.000	2398.15	9592.63
0129	441-3999	LF	CONCRETE V GUTTER	160.000	29.70	4753.42
0134	456-2015	GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	0.300	10249.50	3074.85
0139	540-1101	LS	REM OF EX BR, STA NO - 0013998	1.000	673920.00	673920.00
0144	543-9000	LS	CONSTR OF BRIDGE COMPLETE - 0013998	1.000	3243750.00	3243750.00
0149	550-1180	LF	STM DR PIPE 18,H 1-10	120.000	70.95	8514.02
0153	550-2180	LF	SIDE DR PIPE 18,H 1-10	120.000	36.11	4333.47
0154	550-3418	EA	SAFETY END SECTION 18,SD,4:1	3.000	612.64	1837.95
0158	550-3518	EA	SAFETY END SECTION 18,STD,6:1	3.000	727.15	2181.46
0159	550-4218	EA	FLARED END SECT 18 IN, ST DR	2.000	733.32	1466.66
0164	576-1010	LF	SLOPE DRAIN PIPE, 10 IN	130.000	50.93	6620.90
0169	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18	200.000	51.98	10396.12
0174	603-2024	SY	STN DUMPED RIP RAP, TP 1, 24	2200.000	57.39	126264.78
0179	603-7000	SY	PLASTIC FILTER FABRIC	2400.000	4.09	9833.33
0184	632-0003	EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	8997.50	17995.01
0189	634-1200	EA	RIGHT OF WAY MARKERS	12.000	136.15	1633.85
0194	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	9.000	20.50	184.50
0199	636-1036	SF	HWY SGN,TP1MAT,REFL SH TP 11	40.000	18.11	724.40
0204	636-2070	LF	GALV STEEL POSTS, TP 7	130.000	10.11	1314.92
0209	641-1100	LF	GUARDRAIL, TP T	60.000	72.17	4330.48
0214	641-1200	LF	GUARDRAIL, TP W	400.000	20.78	8312.96
0219	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	3.000	1229.34	3688.04
0224	641-5015	EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	3.000	2878.58	8635.74
0229	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	1250.000	2.24	2805.49
0234	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	1500.000	1.03	1548.54
0239	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	1500.000	0.98	1477.74
0244	654-1001	EA	RAISED PVMT MARKERS TP 1	72.000	6.55	472.05
0249	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	1060.000	7.86	8337.95
0254	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	1060.000	7.51	7963.66
0259	700-6910	AC	PERMANENT GRASSING	4.000	1378.56	5514.24
0264	700-7000	TN	AGRICULTURAL LIME	16.000	150.39	2406.29
0269	700-8000	TN	FERTILIZER MIXED GRADE	4.000	679.03	2716.15
0274	700-8100	LB	FERTILIZER NITROGEN CONTENT	245.000	2.90	712.83
0279	716-2000	SY	EROSION CONTROL MATS, SLOPES	2477.000	1.29	3201.42

ESTIMATED COST:	4995135.91
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	4995135.91

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 10/3/2018
Revised:

Project: SR 186 @ Apalachee River
County: Oconee-Walton-Morgan
PI: 13998

Description: SR 186 @ Apalachee River Bridge Replacement ALT G
Project Termini:

Existing ROW: Varies
Parcels: 2
Required ROW: Varies

Land and Improvements		$348,000.00
Proximity Damage	*$0.00*	
Consequential Damage	*$25,000.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$28,000.00*	
Improvements	*$150,000.00*	
Valuation Services		$16,875.00
Legal Services		$38,850.00
Relocation		$19,000.00
Demolition		$28,000.00
Administrative		$24,000.00
TOTAL ESTIMATED COSTS		$474,725.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$475,000.00***

Preparation Credits	Hours	Signature

Prepared By: [signature] CG#: 2403 (PM) -378
Approved By: [signature] CG#: (DATE) 10/12/18

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Concept ROW Cost Estimate

PI No. 0013998
Project Name: SR 186 at Apalachee River, Alternative A
Date: 11/05/2018

Land and Improvements	Agriculture	Residential	Commercial	Industrial	Notes
Estimate ($/ac)	$0	$10,000	$80,000	$65,000	Enter Cost / Acre
Fee Simple Area (ac)	0.00	1.28	0.31	0.00	Enter Acreage
Fee Simple Estimate	$0	$12,800	$24,400	$0	CALCULATED FIELD
Perm Easement Area (ac)	0.00	0.80	0.00	0.00	Enter Acreage
Perm Easement Factor	0%	50%	50%	0%	Adjust Percentage as Appropriate
Perm Easement Estimate	$0	$4,000	$0	$0	CALCULATED FIELD
Temp Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Temp Easement Factor	0%	25%	25%	0%	Adjust Percentage as Appropriate
Temp Easement Estimate	$0	$0	$0	$0	CALCULATED FIELD
City Land Available for Swap (ac)	0.00	0.00	0.00	0.00	Enter Acreage (If required)
City Land Available for Swap Estimat	$0	$0	$0	$0	Enter Estimated Value (If required)
Proximity Damages	$0	$0	$0	$0	Enter Fees and Provide Notes as Appropriate
Consequential Damages	$0	$0	$25,000	$0	Enter Fees and Provide Notes as Appropriate
Cost to Cures	$0	$0	$0	$0	Enter Fees and Provide Notes as Appropriate
Improvements	$0	$0	$150,000	$0	Enter Fees and Provide Notes as Appropriate
Trade Fixtures	$0	$0	$28,000	$0	Enter Fees and Provide Notes as Appropriate
PROPERTY TYPE TOTALS	**$0**	**$16,800**	**$227,400**	**$0**	CALCULATED FIELD
	Land and Improvements Sub Total		**$244,200**		CALCULATED FIELD
	Counter Offers and Condemnation Increases		**$116,000**		Enter Fees and Provide Notes as Appropriate
	Land and Improvements Grand Total		**$360,200**		CALCULATED FIELD

Relocation	Quantity	Estimated Cost		Totals	
Residential Tenant (Qty of Tenants)	0	$20,000		$0	Adjust Qty / Costs as required
Residential Owner	0	$40,000		$0	Adjust Qty / Costs as required
Business Displacement (Qty)	1	$15,000		$15,000	Adjust Qty / Costs as required
Pro Rata Taxes	4	$1,000		$4,000	Adjust Qty / Costs as required
Prop Pin Replacement	4	$1,000		$4,000	Adjust Qty / Costs as required
	Relocation Sub Total		**$23,000**		CALCULATED FIELD

Valuation Services	Agriculture	Residential	Commercial	Industrial	
Appraisals (# of Parcels)	0	1	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$2,500	$3,500	$5,000	$2,000	Enter Estimated Fee per Parcel
Total Appraisals	$0	$3,500	$15,000	$0	CALCULATED FIELD
Sign Estimates	0	0	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$0	$0	$750	$0	Enter Estimated Fee per Parcel
Total Sign Estimates	$0	$0	$2,250	$0	CALCULATED FIELD
Specialty Reports	0	0	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$0	$0	$3,500	$0	Enter Estimated Fee per Parcel
Total Sign Specialty Reports	$0	$0	$10,500	$0	CALCULATED FIELD
PROPERTY TYPE TOTALS	**$0**	**$3,500**	**$27,750**	**$0**	CALCULATED FIELD
	Valuation Services Sub Total		**$31,250**		CALCULATED FIELD
	Updates and Incidentals		**$7,815**		Enter Fees and Provide Notes as Appropriate
	Valuation Services Grand Total		**$39,065**		CALCULATED FIELD

Legal Services	Parcels	Estimated Fees		Totals	
Meeting with Attorney	4	$125		$500	Adjust Parcels / Fees as required (using best judgement)
Preliminary Titles	4	$200		$800	Adjust Parcels / Fees as required
Closing and Final Title	4	$300		$1,200	Adjust Parcels / Fees as required
Recording Fees	4	$50		$200	Adjust Parcels / Fees as required
Condemnation	1	$5,000		$5,000	Adjust Parcels / Fees as required
Litigation Costs	1	$25,000		$25,000	Adjust Parcels / Fees as required
Updates and Incidentals	1	$7,500		$7,500	Adjust Parcels / Fees as required
	Legal Services Sub Total		**$40,200**		CALCULATED FIELD

Concept ROW Cost Estimate Continued

Administrative	Parcels	Man Hours/Parcel		Totals	
Pre-Acquisition	4	40		$8,000	Adjust Parcels / Fees as required
Acquisition	4	100		$20,000	Adjust Parcels / Fees as required
Relocation	1	50		$2,500	Adjust Parcels / Fees as required
Post-Acquisition	1	50		$2,500	Adjust Parcels / Fees as required
Administrative Appeals	1	100		$5,000	Calculates as 15% of Acq Parcel Count (Adjust if Necessary)
	Administrative Sub Total		**$38,000**		CALCULATED FIELD

Demolition	Items	Estimated Costs		Totals	
Commercial Structures	1	$25,000.00		$25,000	Adjust Parcels / Fees as required
Signs - Light Standards	2	$1,500.00		$3,000	Adjust Parcels / Fees as required
	Demolition Sub Total		**$28,000**		CALCULATED FIELD

Contingency					
Overall Contingency	0%	$0			Enter Percentage for Contingency (Default = 20%)
		Total Estimated Costs		**$528,465**	CALCULATED FIELD

Concept ROW Cost Estimate

PI No. 0013998
Project Name: SR 186 at Apalachee River, Alternative B
Date: 11/05/2018

Land and Improvements	Agriculture	Residential	Commercial	Industrial	Notes
Estimate ($/ac)	$0	$10,000	$80,000	$0	Enter Cost / Acre
Fee Simple Area (ac)	0.00	1.97	0.47	0.00	Enter Acreage
Fee Simple Estimate	$0	$19,700	$37,600	$0	CALCULATED FIELD
Perm Easement Area (ac)	0.00	0.66	0.01	0.00	Enter Acreage
Perm Easement Factor	0%	50%	50%	0%	Adjust Percentage as Appropriate
Perm Easement Estimate	$0	$3,309	$276	$0	CALCULATED FIELD
Temp Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Temp Easement Factor	0%	25%	25%	0%	Adjust Percentage as Appropriate
Temp Easement Estimate	$0	$0	$0	$0	CALCULATED FIELD
City Land Available for Swap (ac)	0.00	0.00	0.00	0.00	Enter Acreage (If required)
City Land Available for Swap Estimat	$0	$0	$0	$0	Enter Estimated Value (If required)
Proximity Damages	$0	$0	$0	$0	Enter Fees and Provide Notes as Appropriate
Consequential Damages	$0	$0	$25,000	$0	Enter Fees and Provide Notes as Appropriate
Cost to Cures	$0	$0	$0	$0	Enter Fees and Provide Notes as Appropriate
Improvements	$0	$0	$150,000	$0	Enter Fees and Provide Notes as Appropriate
Trade Fixtures	$0	$0	$28,000	$0	Enter Fees and Provide Notes as Appropriate
PROPERTY TYPE TOTALS	**$0**	**$23,009**	**$240,876**	**$0**	CALCULATED FIELD
	Land and Improvements Sub Total		**$263,885**		CALCULATED FIELD
	Counter Offers and Condemnation Increases		**$116,000**		Enter Fees and Provide Notes as Appropriate
	Land and Improvements Grand Total		**$379,885**		CALCULATED FIELD

Relocation	Quantity	Estimated Cost		Totals	
Residential Tenant (Qty of Tenants)	0	$20,000		$0	Adjust Qty / Costs as required
Residential Owner	0	$40,000		$0	Adjust Qty / Costs as required
Business Displacement (Qty)	1	$15,000		$15,000	Adjust Qty / Costs as required
Pro Rata Taxes	5	$1,000		$5,000	Adjust Qty / Costs as required
Prop Pin Replacement	5	$1,000		$5,000	Adjust Qty / Costs as required
	Relocation Sub Total		**$25,000**		CALCULATED FIELD

Valuation Services	Agriculture	Residential	Commercial	Industrial	
Appraisals (# of Parcels)	0	2	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$0	$3,500	$5,000	$2,000	Enter Estimated Fee per Parcel
Total Appraisals	$0	$7,000	$15,000	$0	CALCULATED FIELD
Sign Estimates	0	0	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$0	$0	$750	$0	Enter Estimated Fee per Parcel
Total Sign Estimates	$0	$0	$2,250	$0	CALCULATED FIELD
Specialty Reports	0	0	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$0	$0	$3,500	$0	Enter Estimated Fee per Parcel
Total Sign Specialty Reports	$0	$0	$10,500	$0	CALCULATED FIELD
PROPERTY TYPE TOTALS	**$0**	**$7,000**	**$27,750**	**$0**	CALCULATED FIELD
	Valuation Services Sub Total		**$34,750**		CALCULATED FIELD
	Updates and Incidentals		**$8,688**		Enter Fees and Provide Notes as Appropriate
	Valuation Services Grand Total		**$43,438**		CALCULATED FIELD

Legal Services	Parcels	Estimated Fees		Totals	
Meeting with Attorney	5	$125		$625	Adjust Parcels / Fees as required (using best judgement)
Preliminary Titles	5	$200		$1,000	Adjust Parcels / Fees as required
Closing and Final Title	5	$300		$1,500	Adjust Parcels / Fees as required
Recording Fees	5	$50		$250	Adjust Parcels / Fees as required
Condemnation	1	$5,000		$5,000	Adjust Parcels / Fees as required
Litigation Costs	1	$25,000		$25,000	Adjust Parcels / Fees as required
Updates and Incidentals	1	$7,500		$7,500	Adjust Parcels / Fees as required
	Legal Services Sub Total		**$40,875**		CALCULATED FIELD

Concept ROW Cost Estimate Continued

Administrative	Parcels	Man Hours/Parcel		Totals	
Pre-Acquisition	5	40		$10,000	Adjust Parcels / Fees as required
Acquisition	5	100		$25,000	Adjust Parcels / Fees as required
Relocation	1	50		$2,500	Adjust Parcels / Fees as required
Post-Acquisition	1	50		$2,500	Adjust Parcels / Fees as required
Administrative Appeals	1	100		$5,000	Calculates as 15% of Acq Parcel Count (Adjust if Necessary)
	Administrative Sub Total		**$45,000**		CALCULATED FIELD

Demolition	Items	Estimated Costs		Totals	
Commercial Structures	1	$25,000.00		$25,000	Adjust Parcels / Fees as required
Signs - Light Standards	2	$1,500.00		$3,000	Adjust Parcels / Fees as required
	Demolition Sub Total		**$28,000**		CALCULATED FIELD

Contingency					
Overall Contingency	0%	$0			Enter Percentage for Contingency (Default = 20%)
		Total Estimated Costs		**$562,198**	CALCULATED FIELD

Concept ROW Cost Estimate

PI No. 0013998
Project Name: SR 186 at Apalachee River, Alternative E
Date: 11/05/2018

Land and Improvements	Agriculture	Residential	Commercial	Industrial	Notes
Estimate ($/ac)	$0	$10,000	$80,000	$0	Enter Cost / Acre
Fee Simple Area (ac)	0.00	0.92	0.28	0.00	Enter Acreage
Fee Simple Estimate	$0	$9,200	$22,400	$0	CALCULATED FIELD
Perm Easement Area (ac)	0.00	0.70	0.00	0.00	Enter Acreage
Perm Easement Factor	0%	50%	50%	0%	Adjust Percentage as Appropriate
Perm Easement Estimate	$0	$3,500	$0	$0	CALCULATED FIELD
Temp Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Temp Easement Factor	0%	25%	25%	0%	Adjust Percentage as Appropriate
Temp Easement Estimate	$0	$0	$0	$0	CALCULATED FIELD
City Land Available for Swap (ac)	0.00	0.00	0.00	0.00	Enter Acreage (If required)
City Land Available for Swap Estimat	$0	$0	$0	$0	Enter Estimated Value (If required)
Proximity Damages	$0	$0	$0	$0	Enter Fees and Provide Notes as Appropriate
Consequential Damages	$0	$0	$25,000	$0	Enter Fees and Provide Notes as Appropriate
Cost to Cures	$0	$0	$0	$0	Enter Fees and Provide Notes as Appropriate
Improvements	$0	$0	$150,000	$0	Enter Fees and Provide Notes as Appropriate
Trade Fixtures	$0	$0	$28,000	$0	Enter Fees and Provide Notes as Appropriate
PROPERTY TYPE TOTALS	**$0**	**$12,700**	**$225,400**	**$0**	CALCULATED FIELD
	Land and Improvements Sub Total		**$238,100**		CALCULATED FIELD
	Counter Offers and Condemnation Increases		**$116,000**		Enter Fees and Provide Notes as Appropriate
	Land and Improvements Grand Total		**$354,100**		CALCULATED FIELD

Relocation	Quantity	Estimated Cost		Totals	
Residential Tenant (Qty of Tenants)	0	$20,000		$0	Adjust Qty / Costs as required
Residential Owner	0	$40,000		$0	Adjust Qty / Costs as required
Business Displacement (Qty)	1	$15,000		$15,000	Adjust Qty / Costs as required
Pro Rata Taxes	4	$1,000		$4,000	Adjust Qty / Costs as required
Prop Pin Replacement	4	$1,000		$4,000	Adjust Qty / Costs as required
	Relocation Sub Total		**$23,000**		CALCULATED FIELD

Valuation Services	Agriculture	Residential	Commercial	Industrial	
Appraisals (# of Parcels)	0	1	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$0	$3,500	$5,000	$0	Enter Estimated Fee per Parcel
Total Appraisals	$0	$3,500	$15,000	$0	CALCULATED FIELD
Sign Estimates	0	0	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$0	$0	$750	$0	Enter Estimated Fee per Parcel
Total Sign Estimates	$0	$0	$2,250	$0	CALCULATED FIELD
Specialty Reports	0	0	3	0	Adjust Parcels as required
Estimated Fee (per Parcel)	$0	$0	$3,500	$0	Enter Estimated Fee per Parcel
Total Sign Specialty Reports	$0	$0	$10,500	$0	CALCULATED FIELD
PROPERTY TYPE TOTALS	**$0**	**$3,500**	**$27,750**	**$0**	CALCULATED FIELD
	Valuation Services Sub Total		**$31,250**		CALCULATED FIELD
	Updates and Incidentals		**$7,813**		Enter Fees and Provide Notes as Appropriate
	Valuation Services Grand Total		**$39,063**		CALCULATED FIELD

Legal Services	Parcels	Estimated Fees		Totals	
Meeting with Attorney	4	$125		$500	Adjust Parcels / Fees as required (using best judgement)
Preliminary Titles	4	$200		$800	Adjust Parcels / Fees as required
Closing and Final Title	4	$300		$1,200	Adjust Parcels / Fees as required
Recording Fees	4	$50		$200	Adjust Parcels / Fees as required
Condemnation	1	$5,000		$5,000	Adjust Parcels / Fees as required
Litigation Costs	1	$25,000		$25,000	Adjust Parcels / Fees as required
Updates and Incidentals	1	$7,500		$7,500	Adjust Parcels / Fees as required
	Legal Services Sub Total		**$40,200**		CALCULATED FIELD

Concept ROW Cost Estimate Continued

Administrative	Parcels	Man Hours/Parcel		Totals	
Pre-Acquisition	4	40		$8,000	Adjust Parcels / Fees as required
Acquisition	4	100		$20,000	Adjust Parcels / Fees as required
Relocation	1	50		$2,500	Adjust Parcels / Fees as required
Post-Acquisition	1	50		$2,500	Adjust Parcels / Fees as required
Administrative Appeals	1	100		$5,000	Calculates as 15% of Acq Parcel Count (Adjust if Necessary)
	Administrative Sub Total		**$38,000**		CALCULATED FIELD

Demolition	Items	Estimated Costs		Totals	
Commercial Structures	1	$25,000.00		$25,000	Adjust Parcels / Fees as required
Signs - Light Standards	2	$1,500.00		$3,000	Adjust Parcels / Fees as required
	Demolition Sub Total		**$28,000**		CALCULATED FIELD

Contingency					
Overall Contingency	0%	$0			Enter Percentage for Contingency (Default = 20%)
		Total Estimated Costs		**$522,363**	CALCULATED FIELD

Wilton, Darren

From: David Smith <davidsmith@ecologicalsolutions.net>
Sent: Wednesday, July 11, 2018 4:52 PM
To: Wilton, Darren
Subject: RE: SR 186 PI 0013998

Darren:

Based on Alternative B for PI 0013998, I estimated 220 linear feet of stream impacts for the bridge crossing and impacts to the perennial stream that flows under Jefferson Road. Based on the most current average stream credit costs for the Upper Oconee watershed (April 2018). The project would require 2,640 stream credits at an average cost of $10 per credit. Total estimated cost for stream mitigation credits would be $26,400.

The SOP used to calculate stream credits has recently been updated by the USACE. The number of credits needed under the new SOP would be 220 credits. The price per credit for new credits is higher so the total cost would still be approximately $26,400.

Thanks,
David

-----Original Message-----
From: Wilton, Darren [mailto:dwilton@moffattnichol.com]
Sent: Tuesday, July 10, 2018 8:34 PM
To: David Smith <davidsmith@ecologicalsolutions.net>
Subject: SR 186 PI 0013998

David,

I called and left you a voicemail yesterday about obtaining the 404 mitigation cost estimate for the subject project. Can you assist us in obtaining that or let me know how GDOT gets it for us? GDOT made a comment on this for the Concept Report and we are getting ready to re-submit as soon as possible after addressing all comments.

Thanks,
Darren

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **n/a**
County **Oconee, Waalton**
P.I.# **0013998**
Description: ***SR 186 @ Apalachee River***

Office **GAINESVILLE**
Date: **March 26, 2018**

FROM Robby Oliver, District Utilities Manager

TO Mindy Sanders, Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
AT & T	$0.00	$58,000.00	Site Visit / Available Drawings
Atlanta Gas Light	$0.00	$120,000.00	Site Visit / Available Drawings
Charter	$0.00	$40,400.00	Site Visit / Available Drawings
Georgia Power	$70,000.00	$175,000.00	Site Visit / Available Drawings
Total 100.00%	$70,000.00	$393,400.00	
Department Responsibility 100.00%	$70,000.00		
Local Sponsor Responsibility 0.00%	$0.00		PFA Dated N/A with N/A

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Robby Oliver at 770-533-8320.

cc: Patrick Allen, State Utilities Administrator
Yulonda Pride-Foster, State Utilities Preconstruction Manager
Darren Wilton (Moffatt & Nichol), Designer
Brandon Kirby, District Preconstruction Engineer
Shannon Giles, Area Manager
File

Original Version: May 24, 2013
Revision: Feb. March 1, 2018

Concept Utility Report

Project Number: Click here to enter text.

District: 1,2

County: Oconee, Walton, Morgan

Prepared by: Terri Holbrook

P.I. # 0013998

Date: 3/26/2018

Project Description: SR 186 @ Apalachee River

The information provided herein has been gathered from Georgia811and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? No

Level: ☐A ☐B ☐C ☐D

Public Interest Determination (PID):

☐Automatic ☐Mandatory ☐Consideration ☒No Use ☐Exempt

Is a separate utility funding phase recommended? No

Potential Project (Schedule/Budget) Impacts: hydro power plant

Capital Improvement Projects (Utilities) Anticipated in the Area: None

Project Specific Recommendations for Avoidance/Mitigation: hydro power plant

Right of Way Coordination: N/A

Environmental Coordination: N/A

Additional Remarks: There is a privately owned Hydro power plant at the southend of the bridge.

Original Version: May 24, 2013
Revision: Feb. March 8, 2018

Utilities have facilities within the project limits.

Utilities have been located using Georgia811 and/or field visits.

Facility Owner	**Existing Facilities/ Appurtenances**	**General Descreption of Location**	**Facilities to Avoid** *approx. limits*	**Facilities Retention Recommended** *approx. limits*	**Comments**
Atlanta Gas Light	1000 FT	Frazier Hill Rd crossing 186 to Plantation Rd	n/a	n/a	n/a
ATT	1000 FT	Through out project	n/a	n/a	n/a
Georgia Power	1200 FT	Through out project	n/a	n/a	n/a
Charter	1200 FT	Through out project	n/a	n/a	n/a

Note: *To add additional rows, click the bottom right corner of the box above, then click the blue* + *that will appear. Please add additional rows prior to entering text.*

Georgia Department of Transportation

Interoffice Memo

FILE: Oconee, Morgan, & Walton County
P.I. # 0013998

DATE: December 12, 2018

FROM: Paul Tanner, State Transportation Planning Administrator

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attention: Mindy Sanders

SUBJECT: **Design Traffic Forecasts** for SR 186 @ APALACHEE RIVER

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecasts for the above project is attached and also included in 0013998_10.dgn. The bridge forecast is as follows:

BRIDGE ID # 297-0031-0

No Build = Build	2018 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year + 2)
AADT	3050	3250	3300	4350	4500
DHV (AM/PM)	305 / 305	325 / 325	335 / 335	420 / 425	430 / 435
K% (AM/PM)	10.0% / 10.0%	10.0% / 10.0%	10.1% / 10.1%	9.6% / 9.8%	9.6% / 9.7%
D% (AM/PM)	51% / 51%	Same as Existing Year			
24 HR. T% - S.U.	18.0%				
24 HR. T% - COMB.	3.0%				
24 HR. T% - TOTAL	21.0%				
T% - S.U. (AM/PM)	14.5% / 16.0%				
T% - COMB. (AM/PM)	3.0% / 2.0%				
T% - TOTAL (AM/PM)	17.5% / 18.0%				

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Keith McCage
HNTB
Design Traffic Review Consultant to GDOT
404-946-5731

RPT/KAM

moffatt & nichol

2 East Bryan Street, Suite 501
Savannah, GA 31401

(912) 231-0044 Fax (912) 231-0046
www.moffattnichol.com

MEMORANDUM

Date: November 27, 2018

To: Georgia Department of Transportation, Office of Planning
Attention: Daniel Funk

From: R. Christopher Marsengill, PE, PTOE

Subject: Traffic Forecast for PI 0013998, Oconee County, Bridge ID 297-0031-0
SR 186 at Apalachee River

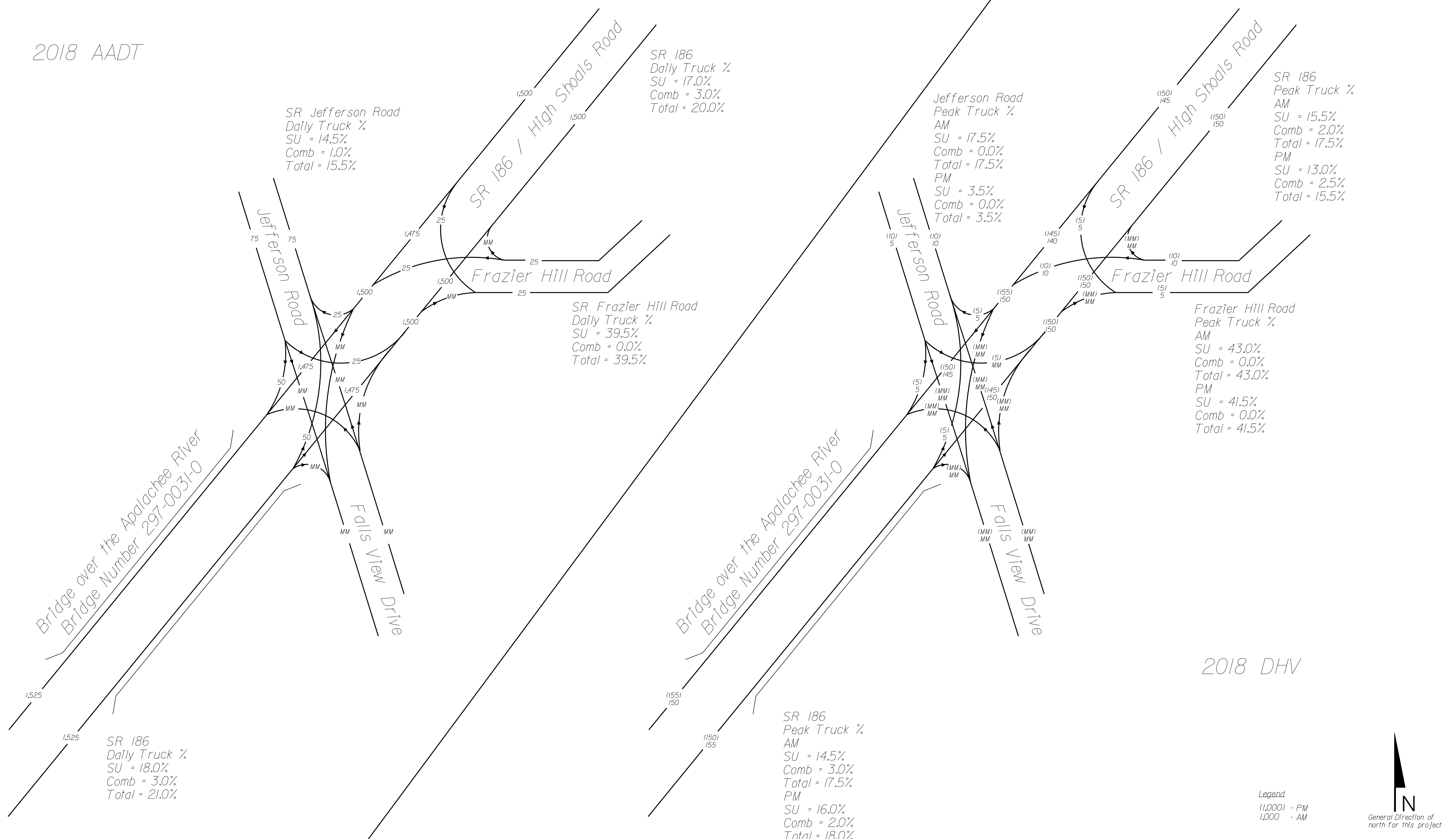
CC: Terry McKloski, AICP
Mindy Sanders, PE
Darren Wilton, PE

M&N Job No.: 10016-02

Moffatt & Nichol is furnishing Traffic Forecast for the above project as follows:

No Build = Build	2018 (Existing Year)	2022 (Base Year)	2024 (Base Year +2)	2042 (Design Year)	2044 (Design Year +2)
AADT	3,050	3,250	3,300	4,350	4,500
DHV (AM/PM)	305 / 305	325 / 325	335 / 335	420 / 425	430 / 435
K% (AM/PM)	10.0% / 10.0%	10.0% / 10.0%	10.1% / 10.1%	9.6% / 9.8%	9.6% / 9.7%
D% (AM/PM)	51% / 51%				
24 HR. T% - S.U.	18.0%				
24 HR. T% - COMB.	3.0%				
24 HR. T% - TOTAL	21.0%		Same as Existing Year		
T% - S.U. (AM/PM)	14.5% / 16.0%				
T% - COMB. (AM/PM)	3.0% / 2.0%				
T% - TOTAL (AM/PM)	17.5% / 18.0%				

Please contact R. Christopher Marsengill, PE, PTOE at cmarsengill@moffattnichol.com or 912-231-0044 with any questions regarding this information.



GDOT Georgia Department of Transportation

moffatt & nichol

REVISION DATES

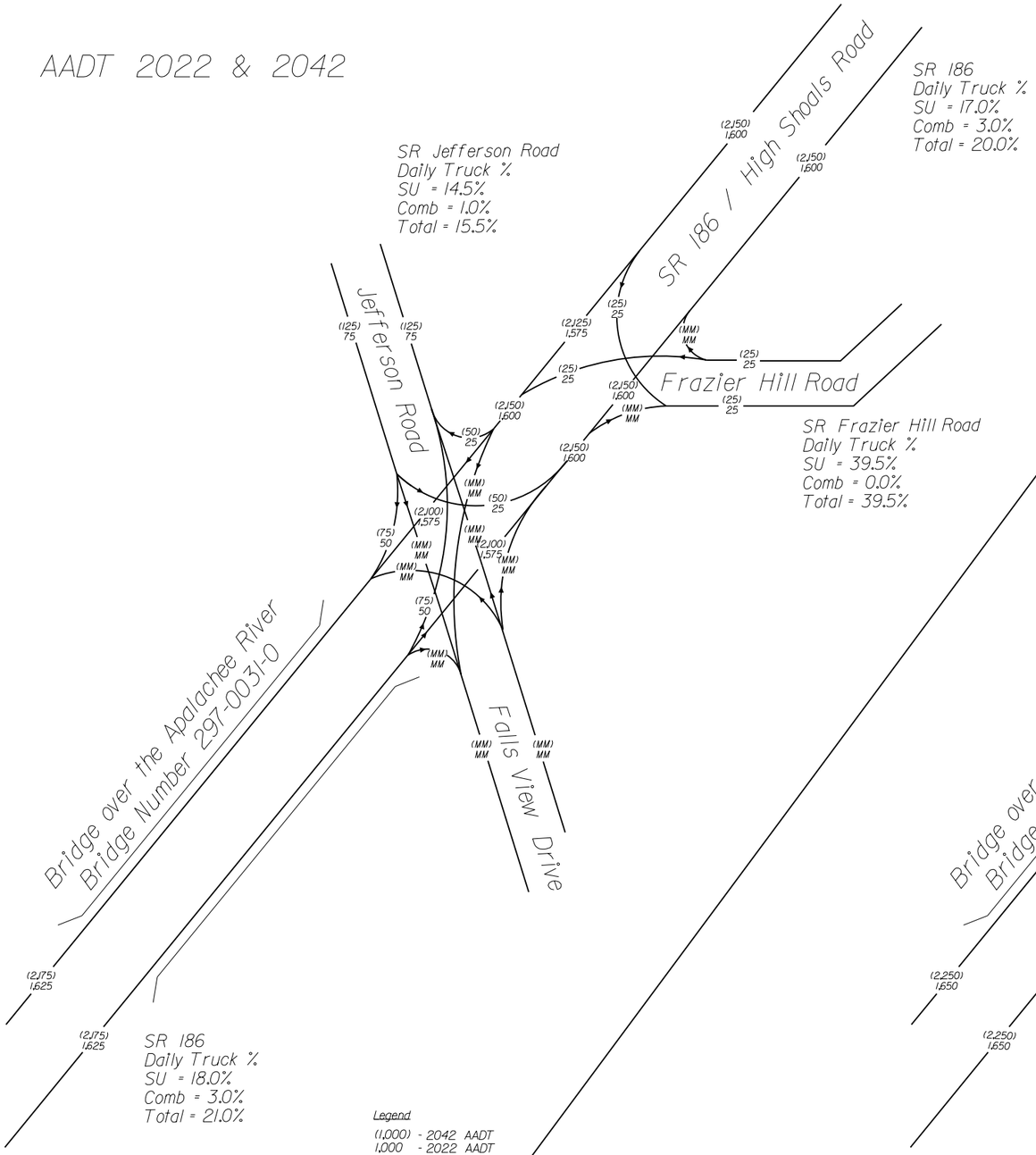
TRAFFIC DIAGRAM – 2018 AADT, 2018 DHV

PI No. 0013998, Oconee, Morgan, and Walton Counties
Sr 186 @ Apalachee River
2018 AADT and 2018 DHV

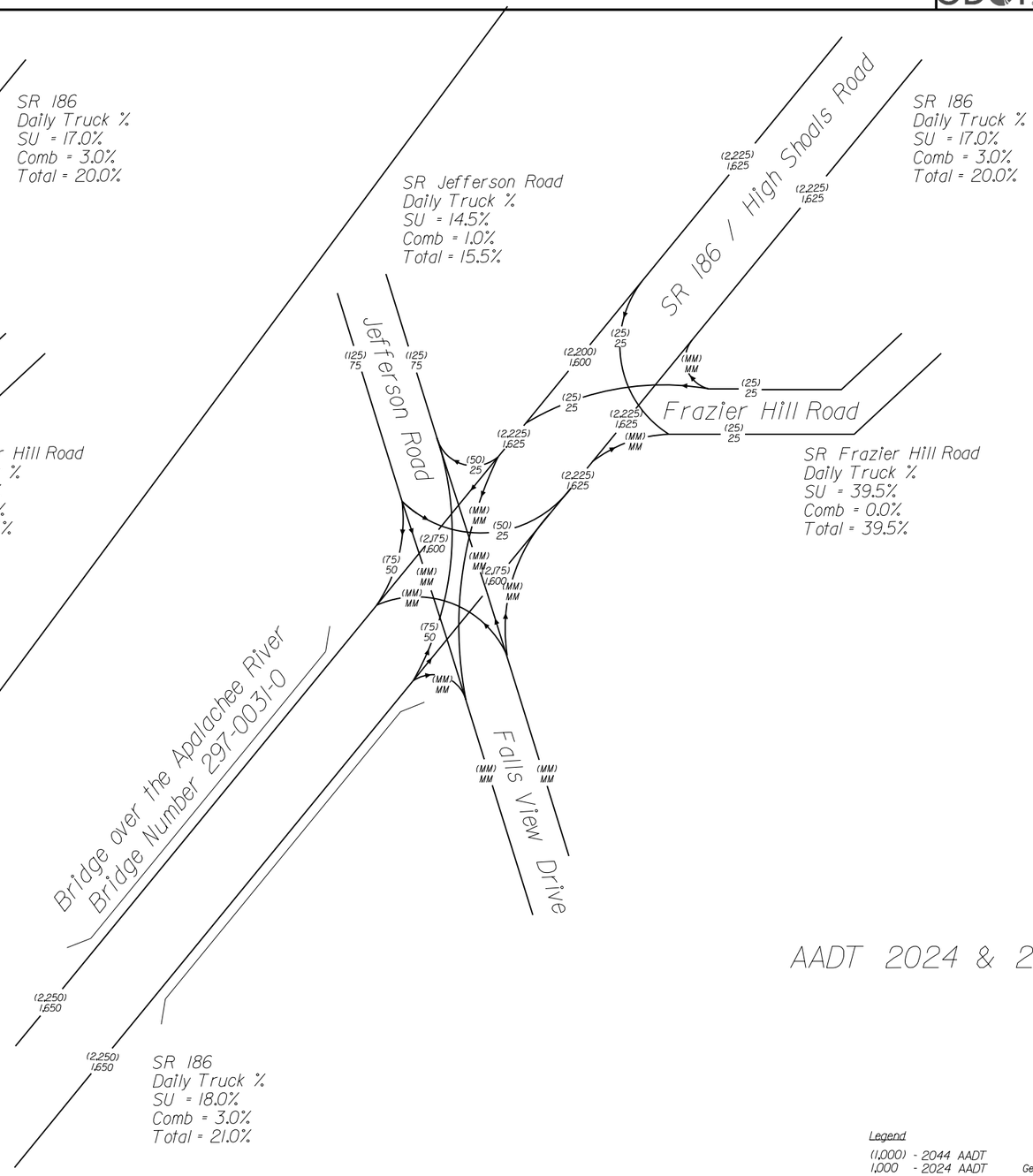
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
10-0001

AADT 2022 & 2042



AADT 2024 & 2044



GDOT Georgia Department of Transportation

moffatt & nichol

REVISION DATES

TRAFFIC DIAGRAM – 2022, 2024, 2042, and 2044 AADT

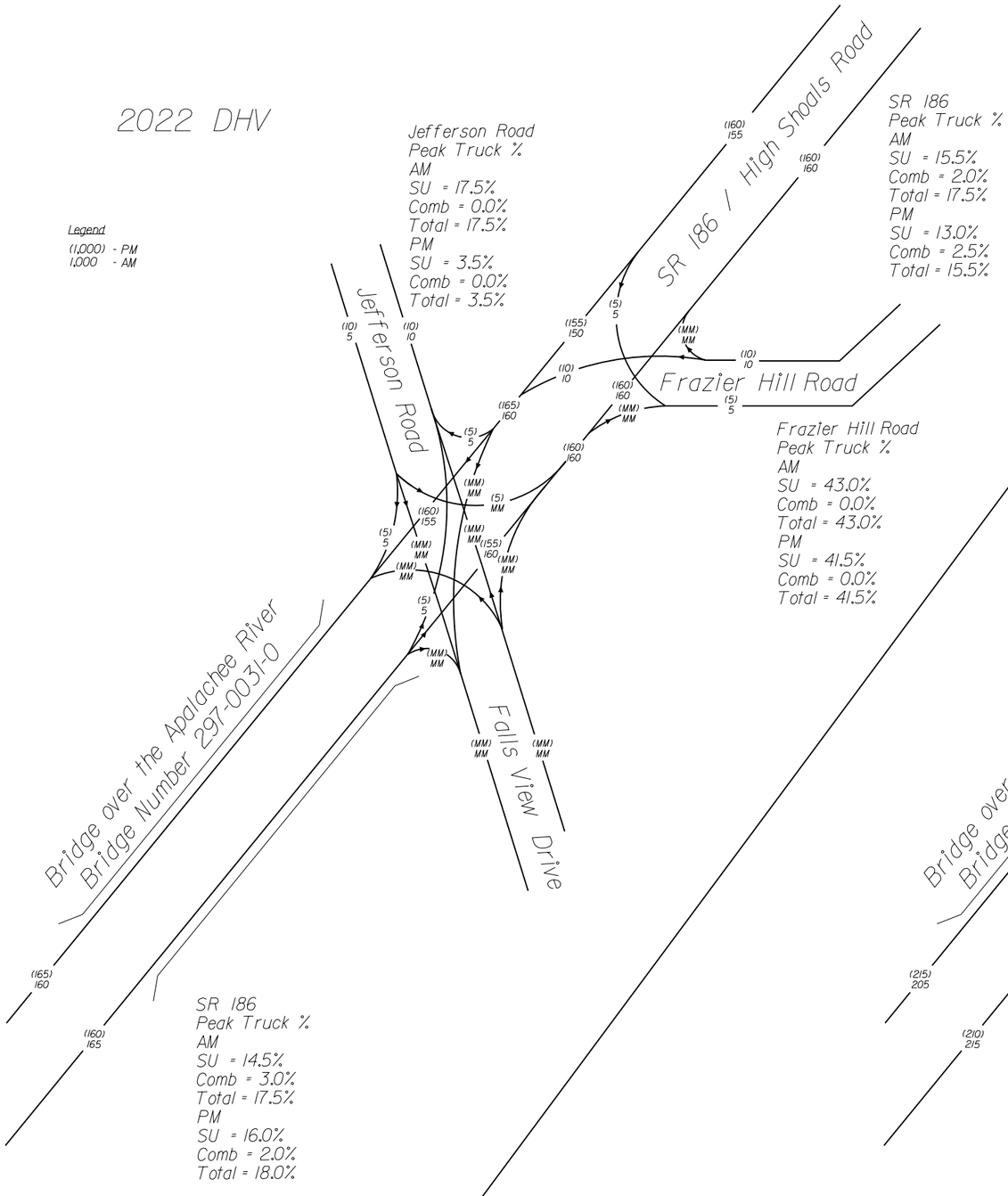
PI No. 0013998, Oconee, Morgan, and Walton Counties
Sr 186 @ Apalachee River
2022, 2024, 2042, and 2044 Balanced AADT

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

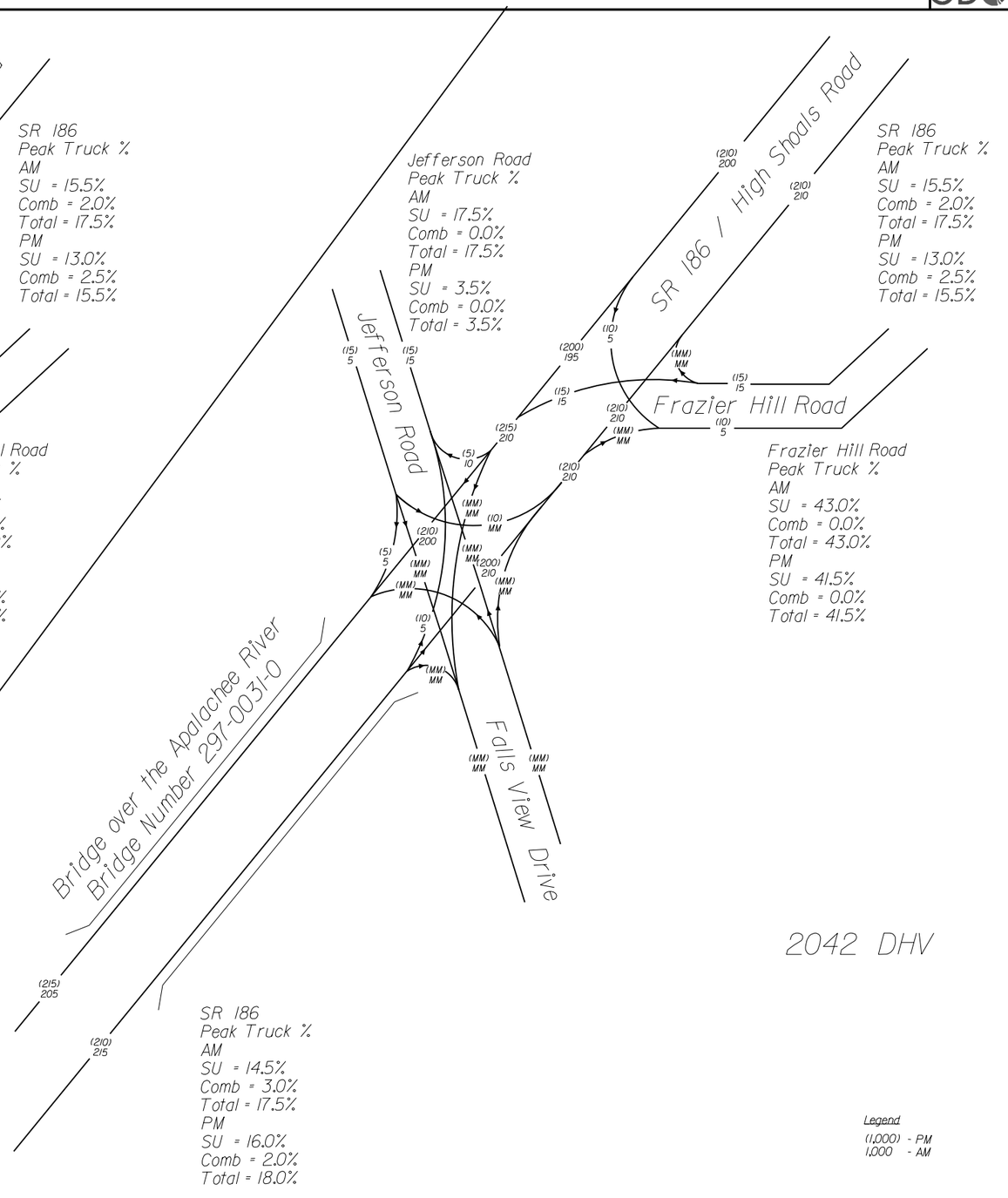
10/23/2015 GPLN

2022 DHV

Legend
(1,000) - PM
1,000 - AM



2042 DHV



Legend
(1,000) - PM
1,000 - AM

N
General Direction of north for this project

GDOT Georgia Department of Transportation

moffatt & nichol

REVISION DATES		

TRAFFIC DIAGRAM – 2022 & 2042 DHV
PI No. 0013998, Oconee, Morgan, and Walton Counties
Sr 186 @ Apalachee River
2022 & 2042 DHV

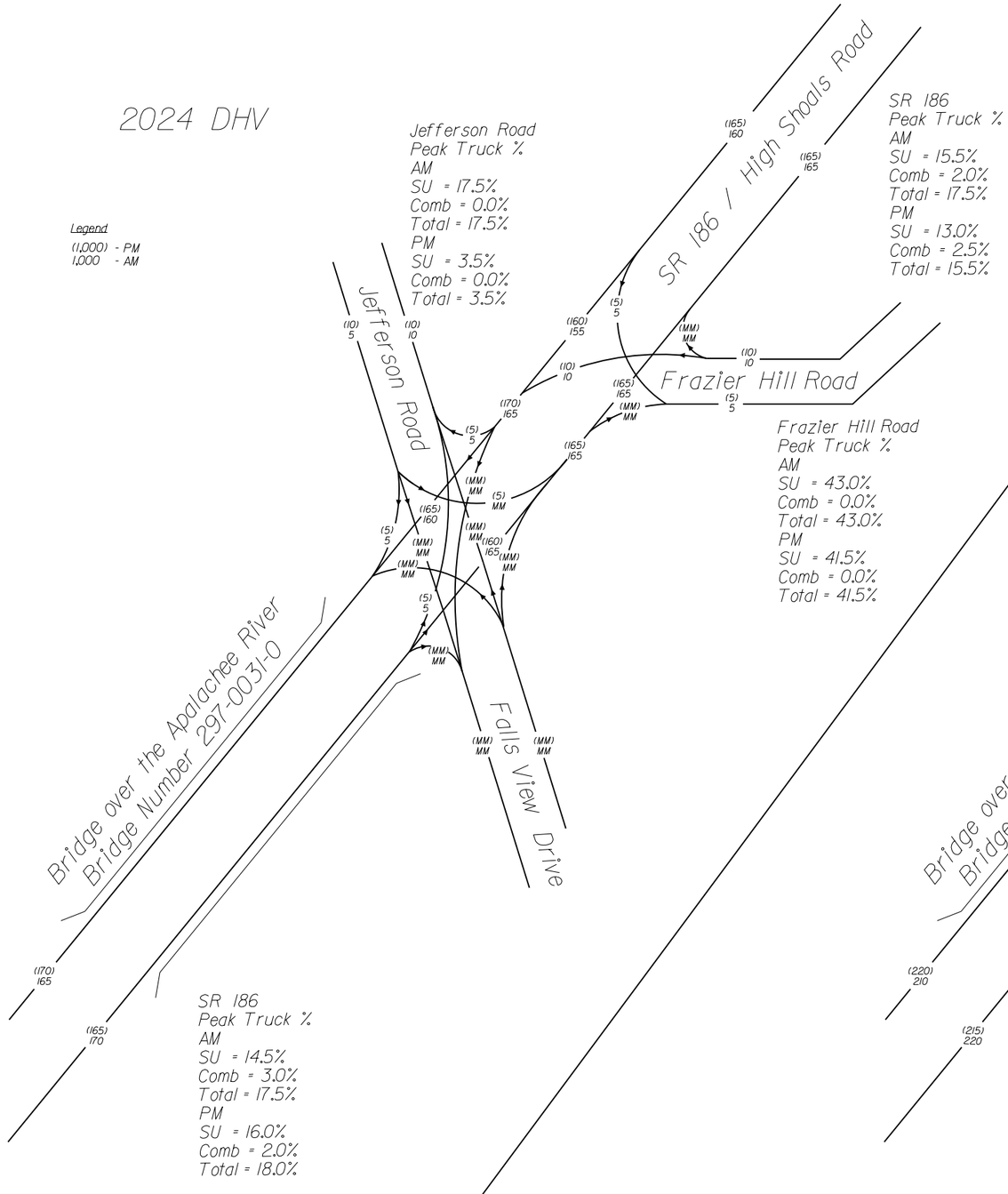
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

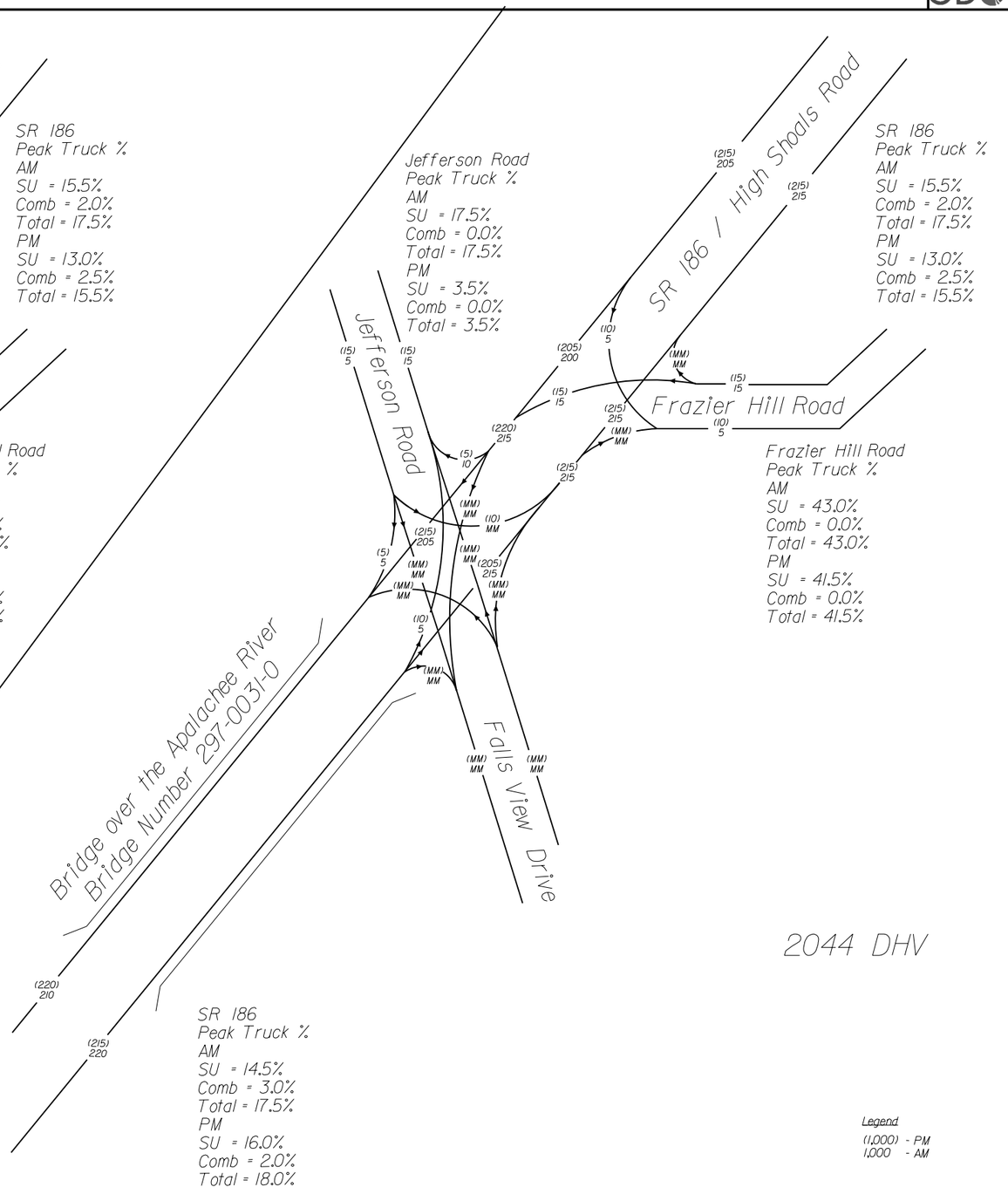
11/26/2018	GPLOT-V8	Traffic Diagram AADT.dgn	GDOT Georgia Department of Transportation	P.I. No.
TAM	gplotborder-v81-PO.tbl			0013998

2024 DHV

Legend
(1,000) - PM
1,000 - AM



2044 DHV



Legend
(1,000) - PM
1,000 - AM

N
General Direction of north for this project

GDOT Georgia Department of Transportation

moffatt & nichol

REVISION DATES		

TRAFFIC DIAGRAM – 2024 & 2044 DHV

PI No. 0013998, Oconee, Morgan, and Walton Counties
Sr 186 @ Apalachee River
2024 & 2044 DHV

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0004
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

0013998 Potential Detour Route Information

SR 186 over Apalachee River Bridge Replacement

Detour route follows order of roads listed below (and vice versa)

10.6 miles of total travel detour (2 miles on normal SR 186 route)

Jones Woods Road
22’ shoulder to shoulder width
10’ travel lanes
45 MPH speed limit
Sporadic transverse cracking (unsealed) present

Snows Mill Road
22’ shoulder to shoulder width
10’ travel lanes
55 MPH speed limit
Sporadic transverse and longitudinal cracking with appx. 80% sealed
1 bridge over Apalachee River posted as shown in photo below

Lane Creek Road
21’ shoulder to shoulder width
10’ travel lanes
55 MPH speed limit
Sporadic transverse and longitudinal cracking with appx. 80% sealed

Cole Springs Rd / Hillsboro Road
22’ shoulder to shoulder width
10’ travel lanes
55 MPH speed limit reduced (in increments) to 25 MPH in City of North High Shoals
Speed humps present in city limits

Jones Woods Rd at SR 186 (looking in Jones Woods Rd direction)

Jones Woods Rd typical transverse cracking

Jones Woods Rd at Snows Mill Rd (Looking in Jones Woods Rd direction)

Snows Mill Rd sealed cracking

Snows Mill Rd bridge posting sign (typical, indicated in both directions)

Snows Mill Road over Apalachee River (bridge)

Snows Mill Rd at Lane Creek Road (looking in Lane Creek Road direction)

Lane Creek Road sealed cracking

Cole Springs Rd at Lane Creek Rd (looking in Lane Creek Rd direction)

Hillsboro Rd speed hump (Within city limits of North High Shoals)

Hillsboro Rd at SR 186 (looking in Hillsboro Rd direction, within City limits of North High Shoals)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.13 | Revised 03/12/2018

GDOT PI # (or N/A): 0013998 Request By: Program Delivery

County: Oconee GDOT District: 1 - Gainesville

Major (State) Road: SR 186 Speed Limit: 45 mph

Minor (Crossing) ST: Jefferson Rd Speed Limit: < 35 mph

Major ST Direction: North/South Area Type: Rural

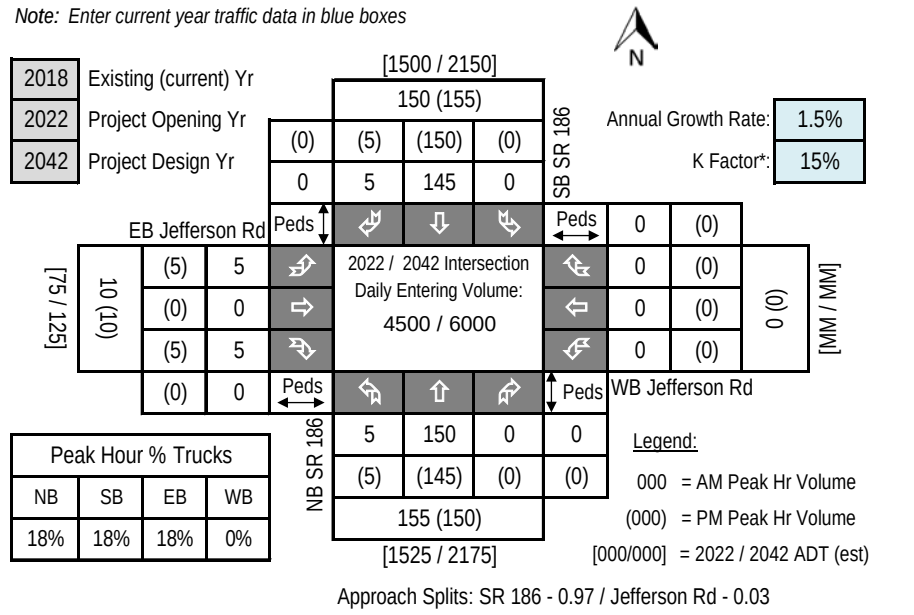
Intersection Control: Conventional (Minor Stop)

Prepared By: Qk4 Analyst: J. Dyer

Date: 7/3/2018 Project ID:

Proj Purpose: Bridge replacement on SR 186 over Apalachee River

Note: Enter current year traffic data in blue boxes



Approach Splits: SR 186 - 0.97 / Jefferson Rd - 0.03

* K Factor = proportion of annual average daily traffic occurring in the peak hour

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the **"Waiver"** tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted as early in the project development process as possible and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.13 | Revised 03/12/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 186 @ Jefferson Rd
County: Oconee
GDOT District: 1 - Gainesville
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013998
Requested By: Program Delivery
Prepared By: Qk4
Analyst: J. Dyer
Date: 7/3/2018
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	3,050	
Existing Avg Daily Traffic (Minor Street):	150	
Analysis Period:	AM Peak	PM Peak
2022 Opening Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2022 Opening Yr Peak Hour Intersection V/C:	0.00	0.00
2042 Design Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2042 Design Yr Peak Hour Intersection V/C:	0.00	0.00

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	***Crash Data** :Enter 5 most recent years of intersection crash data*	*Crash Severity*		
		PDO	Injury Crash*	Fatal Crash*
	Angle	0	0	0
	Head-On	0	0	0
	Rear End	1	0	0
	Sideswipe - same	1	0	0
	Sideswipe - opposite	0	0	0
	Not Collision w/Motor Veh	2	0	0
	TOTALS:	**4**	**0**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): Bridge replacement project that includes minimal changes to existing intersections. Turning movement volumes are very low to minimal. No traffic impacts or environmental impacts.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Darren J. Witten Date: 10/17/18

Title: Project Manager

APPROVED BY: Date: 6/24/19

Name: Andrew Hoaffe

Chief Engineer or (Approved Delegate)

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.13 | Revised 03/12/2018

GDOT PI #	0013998
Project Location:	SR 186 @ Jefferson Rd
Prepared by:	Qk4
Analyst:	J. Dyer
Date:	7/3/2018

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	Yes	No	No	No	No	No	Yes	
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	
	Mini Roundabout	No	No	No	No	No	No	No	
	Single Lane Roundabout	No	No	No	No	No	No	No	
	Multilane Roundabout	No	No	No	No	No	No	No	
	RCUT (stop control)	No	No	No	No	No	No	No	
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	
	High-T (unsignalized)	No	No	No	No	No	No	No	
	Offset-T Intersections	No	No	No	No	No	No	No	
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	
	No LT Lane Improvements No RT Lane Improvements No Median Improvements	No	No	No	No	No	No	No	
	Other Unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	
	RCUT (signalized)	No	No	No	No	No	No	No	
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	
	Continuous Green-T	No	No	No	No	No	No	No	
	Jughandle	No	No	No	No	No	No	No	
	Quadrant Roadway	No	No	No	No	No	No	No	
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	
	Diverging Diamond	No	No	No	No	No	No	No	
	Single Point Interchange	No	No	No	No	No	No	No	
	No LT Lane Improvements No RT Lane Improvements No Median Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.13 | Revised 03/12/2018

GDOT PI # (or N/A): 0013998 Request By: Program Delivery

County: Oconee GDOT District: 1 - Gainesville

Major (State) Road: SR 186 Speed Limit: 45 mph

Minor (Crossing) ST: Frazier Hill Rd Speed Limit: < 35 mph

Major ST Direction: North/South Area Type: Rural

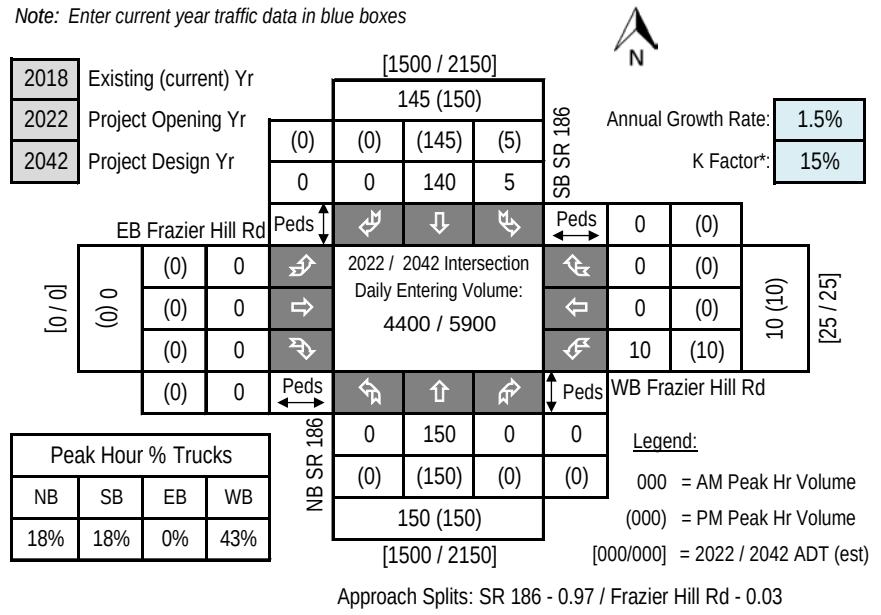
Intersection Control: Conventional (Minor Stop)

Prepared By: Qk4 Analyst: J. Dyer

Date: 7/3/2018 Project ID:

Proj Purpose: Bridge replacement on SR 186 over Apalachee River

Note: Enter current year traffic data in blue boxes



* K Factor = proportion of annual average daily traffic occurring in the peak hour

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the **"Waiver"** tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted as early in the project development process as possible and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.13 | Revised 03/12/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
   - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
   - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
   - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
   - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 186 @ Frazier Hill Rd
County: Oconee
GDOT District: 1 - Gainesville
Area Type: Rural
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013998
Requested By: Program Delivery
Prepared By: Qk4
Analyst: J. Dyer
Date: 7/3/2018
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:[1]

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	3,000	
Existing Avg Daily Traffic (Minor Street):	50	
Analysis Period:	AM Peak	PM Peak
2022 Opening Yr Peak Hour Intersection Delay:	10.8 sec	11.0 sec
2022 Opening Yr Peak Hour Intersection V/C:	0.01	0.03
2042 Design Yr Peak Hour Intersection Delay:	12.1 sec	12.1 sec
2042 Design Yr Peak Hour Intersection V/C:	0.05	0.05

[1]Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required):[1]

Crash Type	*Crash Data: Enter 5 most recent years of intersection crash data*	*Crash Severity* PDO	Injury Crash*	Fatal Crash*
	Angle	0	0	0
	Head-On	0	0	0
	Rear End	0	0	0
	Sideswipe - same	0	0	0
	Sideswipe - opposite	0	0	0
	Not Collision w/Motor Veh	1	0	0
	TOTALS:	**1**	**0**	**0**

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): Bridge replacement project that includes minimal changes to existing intersections. Turning movement volumes are very low to minimal. No traffic impacts or environmental impacts. V/C and delay values above are for the side street only. Intersection delays and V/C ratios in table above are for the side street approach.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Darren J. Witten Date: 10/17/18

Title: Project Manager

APPROVED BY: [signature] Date: 6/24/19

Name: Angela Hoagy

Chief Engineer or (Approved Delegate)

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.13 | Revised 03/12/2018

GDOT PI #	0013998
Project Location:	SR 186 @ Frazier Hill Rd
Prepared by:	Qk4
Analyst:	J. Dyer
Date:	7/3/2018

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	Screening Decision Justification:
Unsignalized Intersections	Conventional (Minor Stop)	Yes	No	No	No	Yes	Yes	Yes	
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	
	Mini Roundabout	No	No	No	No	No	No	No	
	Single Lane Roundabout	No	No	No	No	No	No	No	
	Multilane Roundabout	No	No	No	No	No	No	No	
	RCUT (stop control)	No	No	No	No	No	No	No	
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	
	High-T (unsignalized)	No	No	No	No	No	No	No	
	Offset-T Intersections	No	No	No	No	No	No	No	
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	
	No LT Lane Improvements No RT Lane Improvements No Median Improvements	No	No	No	No	No	No	No	
	Other Unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	
	RCUT (signalized)	No	No	No	No	No	No	No	
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	
	Continuous Green-T	No	No	No	No	No	No	No	
	Jughandle	No	No	No	No	No	No	No	
	Quadrant Roadway	No	No	No	No	No	No	No	
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	
	Diverging Diamond	No	No	No	No	No	No	No	
	Single Point Interchange	No	No	No	No	No	No	No	
	No LT Lane Improvements No RT Lane Improvements No Median Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/7/2017

Parameters: Bridge Serial Number

Bridge Serial Number: 297-0031-0 **County: Walton** **SUFF. RATING: 30.0**

Location & Geography

Structure ID:	297-0031-0			*19 Bypass Length:	8	225 Expansion Joint Type:	02- Open or sealed concrete joint (silicone sealant).
200 Bridge Information:	06			*20 Toll:	3- On a Free Road or Non-Highway	242 Deck Drains:	1- Open Scuppers.
*6 Feature Intersected:	APALACHEE RIVER			*21 Maintenance Responsibility:	01-State Highway Agency.	243A Parapet Location:	0- None present.
*7A Route Number Carried:	SR00186			*22 Owner:	01-State Highway Agency.	243B Parapet Height:	0.00
*7B Facility Carried:	SR 186			*31 Design Load:	2- H 15	243C Parapet Width:	0.00
9 Location:	5.5 MI NE OF GOOD HOPE			37 Historical Significance:	5- Not eligible for the National Register of Historic Places	238A Curb Height:	1.2
2 GDOT District:	4841100000 - D1 DISTRICT ONE GAINESVILLE			205 Congressional District:	010	238B Curb Material:	1- Concrete.
*91 Inspection Frequency:	24	Date:	08/27/2015	27 Year Constructed:	1958	239A Handrail Left:	1- Concrete.
92A Fracture Critical Insp. Freq:	0	Date:	02/01/1901	106 Year Reconsrtucted:	0	239B Handrail Right:	1- Concrete.
92B Underwater Insp Freq:	60	Date:	03/07/2016	33 Bridge Median:	0-None	*240 Median Barrier Rail:	0- None.
92C Other Spc. Insp Freq:	0	Date:	02/01/1901	34 Skew:	0	241A Bridge Median Height:	0
* 4 Place Code:	00000			35 Structure Flared:	No	241B Bridge Median Width:	0
*5A Inventory Route(O/U):	1			38 Navigation Control:	0- Navigation is not controlled by an Agency	*230A Guardrail Location Direction Rear:	3- Both sides.
5B Route Type:	3 - State			213 Special Steel Design:	0- Not applicable or other	*230B Guardrail Location Direction Fwrd:	3- Both sides.
5C Service Designation:	1- Mainline			267A Type Paint Super Structure:	0- Not Applicable. Year : 0000	*230C Guardrail Location Opposing Rear:	0- None.
5D Route Number:	00186			267B Type Paint Sub Structure:	0- Not Applicable Year : 0000	*230D Guardrail Location Opposing Fwrd:	0- None.
5E Directional Suffix:	0. Not applicable			*42A Type of Service On:	1-Highway	244 Approach Slab:	3- Forward and Rear.
*16 Latitude:	33 - 49.0602			*42B Type of Service Under:	5-Waterway	224 Retaining Wall:	0- None.
*17 Longtitude:	83 - 30.3576			214A Movable Bridge:	0	233 Posted Speed Limit:	45
98A Border Bridge:	0	98B: GA%	00	214B Operator on Duty:	0	236 Warning Sign:	No
99 ID Number:	000000000000000			203 Type Bridge:	A- Spread footing. O. Concrete O. Concrete O. Concrete	234 Delineator:	Yes
*100 STRAHNET:	0- The Feature is not a STRAHNET route.			259 Pile Encasement:	3	235 Hazard Boards:	Yes
12 Base Highway Network:	Yes			*43A Structure Type Main material:	1-Concrete	237A Gas:	00- Not Applicable
13A LRS Inventory Route:	2971018600			*43B Structure Type Main Type:	4-Tee Beam	237B Water:	00- Not Applicable
13B Sub Inventory Route:	0			45 Number of Main Spans:	13	237C Electric:	00- Not Applicable
101 Parallel Structure:	N. No parallel structure exists			44 Structure Type Approach:	A:0- Other B: 0- Other	237D Telephone:	00- Not Applicable
*102 Direction of Traffic:	2- Two Way			46 Number of Approach Spans:	0	237E Sewer:	00- Not Applicable
*264 Road Inventory Mile Post:	6.77			226 Bridge Curve:	A: Vertical: YesB: Horizontal: No	247A Lighting: Street:	No
*208 Inspection Area:	Area 02			111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway	247B Navigation:	No
*104 Highway System:	0- Inventory Route is not on the NHS			107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars	247C Aerial:	No
*26 Functional Classification:	7- Rural - Major Collector			108A Wearing Surface Type:	1. Concrete	*248 County Continuity No.:	00
*204A Federal Route Type:	S - Secondary.			108B Membrane Type:	0. None	36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
*204B Federal Route Number:	00914			108C Deck Protection:	8. Unknown	36B Transition:	2- Inspected feature meets acceptable construction date standards.
105 Federal Lands Highway:	0. Not applicable			265 Underwater Inspection Area:	1	36C Approach Guardrail:	1- Meets current standards
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks					36D Approach Guardrail Ends:	2- Inspected feature meets acceptable construction date standards.
217 Benchmark Elevation:	0000.00						
* Location ID No:	297-00186D-006.87E						

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/7/2017

Bridge Serial Number: 297-0031-0

County: Walton

SUFF. RATING: 30.0

Programming Data

201 Project Number:	S-0919 (1)
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	00000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013998
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	0- Not Applicable
75B Work Done by:	0- Initial Inventory
94 Bridge Improvement Cost:(X$1,000)	$00
95 Roadway Improvement Cost: (X$1,000)	$0
96 Total Improvement Cost: (X$1,000)	$0
76 Improvement Length:	0.0'
97 Year Improvement Cost Based On:	0
114 Future AADT:	6210
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	5
216B Bridge Height:	13.7
222 Slope Protection:	0
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	4140
*30 AADT Year:	2012
109 % Truck Traffic:	1
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	36
* 49 Structure Length:	468
51 Bridge Roadway Width:	26.0'
52 Deck Width:	32.0'
* 47 Total Horizontal Clearance:	26.0'
50A Curb / Sidewalk Width Left:	2.0
50B Curb / Sidewalk Width Right:	2.0
32 Approach Rdwy. Width:	21.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	5	*Right Width*:5.0	Type: 8 - Grass (Dirt).
Fwd Shoulder: Left Width:	6	*Right Width:*6.0	Type: 8 - Grass (Dirt).
Rear Pavement: Width:	21.0	*Type:*2- Asphalt.	
Forward Pavement: Width:	24.0	*Type:*2- Asphalt.	
Intersection Rear:	0	*Forward:*1	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	6.0
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	2-Allowable Stress (AS)
63 Operating Rating Method:	2-Allowable Stress (AS)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	22
64A Operating Type:	2 - HS loading.
64B Operating Rating:	38

231Calculated Loads — **Posting Required**

231A H-Modified:	20	No
231B Type3/Tandem:	27	No
231C Timber:	36	No
231D HS-Modified:	25	No
231E Type 3S2:	40	No
231F Piggyback:	40	No

261 H Inventory Rating:	15
262 H Operating Rating:	26
67 Structural Evaluation:	4
58 Deck Condition:	5 - Fair Condition
59 Superstructure Condition:	4 - Poor Condition
* 227 Collision Damage:	
60A Substructure Condition:	6 - Satisfactory Condition
60B Scour Condition:	6 - Satisfactory Condition
60C Underwater Condition:	6 - Satisfactory Condition
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	7-Better than present minimum criteria.
68 Deck Geometry:	3
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

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Atlanta, GA 30361

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Meeting Minutes

Date:	December 6, 2017	Time:	11:00 am
Location:	GDOT, Room 302 OGC (lobby level)		
Project:	PI No. 0013998, SR 186 @ Apalachee River, Oconee & Walton County		
Subject:	Kick-off Meeting		
Recorded By:	Darren Wilton		

Attendees	Organization	Phone	Email
Kim Chapman	GDOT	770-499-1161	kchapman@dot.ga.gov
David Borchardt	GDOT-ENV-NEPA	404-631-1184	DBorchardt@dot.ga.gov
Todd Price	GDOT-D2-Precon E	478-553-3405	tprice@dot.ga.gov
Clayton Sanders	GDOT-D2-UTL	478-553-3382	dsanders@dot.ga.gov
Jamie Lindsey	GDOT-D2-DUE	478-553-3385	jlindsey@dot.ga.gov
Darren Wilton	Moffatt & Nichol	404-205-8530	dwilton@moffattnichol.com
Chris Marsengill	Moffatt & Nichol	912-231-0044	cmarsengill@moffattnichol.com

- Kim Chapman began the meeting with introductions of all meeting attendees and everyone's role in the project.
- Kim stated the purpose of the meeting is to kickoff Master Contract: MPOPD1701685
    - TO#1: PI 0007057 (Warren County) (separate meeting minutes)
    - TO#2: PI 0013998 (Oconee & Walton County)
    - TO#3: PI 0014903 (Morgan County) (separate meeting minutes)
- The GDOT environmental lead would be David Borchardt instead of those listed in the meeting agenda:
    - ~~PI 0013998: Christina Schmidt~~
- Concept Report will be "Limited Scope" template. It was noted to check for updated versions as changes are made regularly.
- The use of an off-site detour is usually the preferred alternative unless it is determined that an on-site detour is necessary. Kim will send example off-site detour maps. Detour maps should be submitted early for stakeholder outreach to occur.
- R/W estimate should be submitted as soon as layouts are ready to give GDOT time to perform the estimate. Document in the Concept Report when the R/W estimate request was submitted.
- For submittals, Kim requested to submit one day prior to the "submit to PM" date on the schedule to allow enough time for processing the submittal.
- Chris asked if an updated P6 schedule was available yet. Kim provided AECOM 411 schedules ahead of the meeting. Kim stated that she will provide "What-if" P6 project schedules with January 2018 NTP date for the team to reference for target submittal dates to keep project development ahead of schedule.

- Kim stated that status meetings will need to occur on this project. The preference is to have them monthly but sometimes every two months will be adequate depending on the tasks at the time. Moffatt & Nichol (M&N) will be responsible for scheduling these meetings.
- Kim stated that NTP was provided on this Task Order (TO#2).
- For invoicing, Kim requested a cover and summary sheet with no hours or rates for her approval prior to submitting the invoice in CMIS.
- Kim shared that the Project Justification Statement has been received.
- Kim shared that utility owner information has been provided. Utility estimate requests can be made at the same time as the R/W estimate request.
- Kim spoke about Risk Assessment and mentioned the adjacent wetlands, bridge demolition impacts, and utility impacts typical to bridge projects. David asked for initial indications for off-site detours.
    - PI 0013988 has a concrete weir /dam structure just downstream of the bridge with rocky shoal formations in the vicinity. Also, there is evidence of an old mill and large pipeline that is possibly historic on the south end of the project. On the north end of the bridge, there is an intersection and nearby U.S. Post Office. All of these items present risk and will require further evaluation of an off-site detour during the concept phase.
- Kim noted getting the survey and environmental notification letter mailed out as soon as possible. M&N has the new template and will submit the letters to Kim for routing signatures.
- David asked the team to carefully verify the need for pedestrian facilities during construction if the off-site detour is the preferred alternative.
- David also asked if MS4 is required for this project. Darren stated that this project will require MS4 documentation.
- Kim stated that SUE is not required on the project.

Action Items:

- Provide “What-if” P6 Schedule when completed – GDOT, Kim Chapman
- Schedule Monthly Status Meetings - Moffatt & Nichol
- Project Justification Statement for TO#2 – GDOT, Kim Chapman
- Survey and Environmental Property Notification Letters – Moffatt & Nichol

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Meeting Minutes

Date:	March 20, 2018	Time:	1:30 PM
Location:	GDOT OGC, Room 408		
Subject:	Alternatives Meeting		
PI No:	PI No. 0013998, SR 186 @ Apalachee River, Oconee County		
Recorded By:	Darren Wilton		

Attendees	Organization	Phone	Email
Mindy Sanders	GDOT-OPD	678-986-7648	MiSanders@dot.ga.gov
Carol Kalafut	GDOT-Bridge	404-631-1882	ckalafut@dot.ga.gov
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Tonia Parker	GDOT-D2 UTLS	478-553-3386	toparker@dot.ga.gov
Jimmy Harbor	GDOT		jharbor@dot.ga.gov
Jamie Lindsey	GDOT-D2 DUE	478-553-3385	jlindsey@dot.ga.gov
Bobby Dollar	GDOT-OES-NEPA	404-631-1920	rdollar@dot.ga.gov
Harold Mull	GDOT-D1 DCE	770-533-8963	hmull@dot.ga.gov
Shannon Giles	GDOT-D1 A2 ENGR	706-583-2644	sgiles@dot.ga.gov
Terri Holbrook	GDOT-D2 DUE	770-533-8316	teholbrook@dot.ga.gov
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Chris Marsengill	Moffatt & Nichol	912-231-0044	cmarsengill@moffattnichol.com
Scott Caples	Moffatt & Nichol	404-205-8536	scaples@moffattnichol.com
Regina Schuster	Calyx	678-795-3624	rschuster@calyxengineers.com
Chris Mroczka	Calyx	678-795-3624	cmroczka@calyxengineers.com
Erin Murphy	VHB	404-417-4086	emurphy@VHB.com

- Mindy Sanders began the meeting with introductions of all meeting attendees.
- Darren Wilton provided handouts of draft concept reports and all alternatives to be discussed.
- Darren Wilton talked through the draft concept report and discussed items of specific importance as summarized below:
    - Existing traffic in GEOCOUNTS is around 2,460 ADT and truck percentages are 12%. The Traffic Count Location Maps were approved on 2/22/18 and actual counts will be verified when received.

- Rural Major Collector (45 mph)
- Existing bridge is 468-feet long, 13-spans with concrete girders, 12-foot travel lanes with 1-foot shoulders. Proposed bridge is approximately 500-feet long with 12-foot lanes and 8-foot shoulders. Roadway would have 12-foot lanes and 8-foot shoulders.
- The width of the river at this location is very wide with a concrete weir dam structure approximately 20-30' downstream of the bridge and an upstream concrete weir dam approximately 1100' upstream.
- Roadway and bridge design criteria was reviewed in the draft concept report.
- Challenges on the project include an old mill or hydroelectric power facility near the southeast corner of the bridge with a large intake pipeline crossing before the bridge. Also, the entire project is within the High Shoals Historic District, the Town Hall is located on the northwest corner of the bridge at Jefferson Road and SR 186, and down Jefferson Road is a U.S. Post Office and Community Church.
- Environmental was reviewed by the team:
    - Ecology - Early coordination shows a state listed species Altamaha Shiner. Presence will be assumed and no additional field survey will be required. A special provision will be required for restrictive period for construction in the water during spawning from April through Summer. Granite outcrop species plants, wetland, and stream impacts are all expected.
    - Archaeology – GNAHRGIS research showed a site south of the bridge but is not eligible.
    - History – Entire project is within High Shoals Historic District, field work to be completed soon.
    - Air/Noise – Spencer noted a building hidden in the tree line on the south side of the bridge. Alternative A & B would reduce distance by at least half to this structure and likely require a noise study even if it is a foundation only. Alternative D would only require study if profile elevation changes more than 3 feet. A 3 decibel or more increase will require a Type 1 study and less than 3 decibels would require a Type 3 study. Alternative E would likely require a study but not be an issue if the structure is displaced.
- Darren reviewed four alternatives considered in the concept report:
    - ALT A - Widening to the west through old bridge abutment
        - Build new bridge as close to the existing as possible. Demolition for a portion of the existing bridge is not possible due to its narrow width. The intersection of Jefferson Road on the north end of the bridge presents challenges tying back into the existing roadway. Early H&H requirements do not indicate a need to raise the profile, however raising the profile some helps with staging and to eliminate the low point on the bridge is being considered. Spencer asked how much and Scott indicated that it could be 3-5 feet.
        - Displaces Toms Place store at the north end of bridge.

- Parcel 4 is the Town Hall. Early questionnaires indicate local stake-holder opposition for impacts to the Town Hall.
- The north end of the bridge will impact the old bridge abutment but only an issue if it is an eligible resource.

- ALT B - Widening to the west to avoid old bridge abutment
  - Displaces Toms Place store and Town Hall.
  - Longer project length.
  - Higher cost estimate.
- ALT D - Existing alignment with off-site detour
  - Replace bridge at current location.
  - Quicker construction.
  - Community access to local town facilities is a concern for the Town Hall, Post Office, and Church on the north end of the bridge.
  - A detour map was presented with the following route for trucks:
    - From the south use SR 83 west to US 78/SR 10 north to Ashland, then south on US 441/SR 24 to SR 186 just north of Bishop.
    - Net additional length of 26 miles
    - Several shorter local routes, no trucks, were also shown on the map via Snows Mill Road and Cole Springs Road, approximate increase of 9 miles. Another route includes Snows Mill Road to SR 53 to Ray's Church Road, approximate increase of 12 miles. To the east High Shoals Road to SR 83 to Wellington and north on Price Mill Road to Bishop, approximate increase of 11 miles.
- ALT E – Staged Constructed with one-lane operation
  - North end of proposed bridge would overlap existing bridge
  - Build spans 1-3 as full width for two lanes and spans 4-5 wide enough for only one-lane. Use of hammerhead bents or some other split bent substructure alternative design will be necessary to split construct the deck.
  - Harold with District 1 mentioned concerns of entire spans being over the existing bridge. Constructability would be difficult and may eliminate this alternative, but if existing bridge is reduced to one-lane, it might be possible.
  - Darren mentioned the issue with partial bridge demolition difficulty by referencing the existing bridge plans and explaining that the existing columns are too close to the outside ends of the bents.

- Additional comments included that Alternatives A, B, & E may require walls to minimize property impacts.
- Harold asked if a bypass had been considered to avoid the North High Shoals town because of the complexity. Darren mentioned that the team did look at this, but it

was much more expensive and exceeded the current bridge replacement scope. Harold re-emphasized that the community opposition for any of the alternatives presented would be challenging.

- Darren also mentioned the consideration of an alternative east of the concrete weir and across the rocky shoals. The substructure would be much taller and more expensive bridge cost than the amount budgeted for this project.
- Mindy mentioned communicating with the Mayor and asked if we could make it a landmark structure. Harold mentioned to look at Social Circle P.I. 132980, another project in the area where a decorative fence was used. He also emphasized providing options for the community to choose from that might also include stacked rock of the bridge to give a better appearance since it is near the old mill and middle of North High Shoals.
- Mindy asked M&N to prepare staging sequence typical sections to address and understand the constructability issues.
- Harold asked Scott what was being considered for bridge construction for the length of bridge in the water. Constructing piers and removing piers would have to be done in the water. Harold questioned that a barge was too shallow, but Scott suspects 8-10 feet of water depth at this location.
- Harold stated will need 8' of clearance between the new bridge and old bridge for overhang jacks. If unable to get the required overlaps for the steel in the deck, caps, and end bents, it would require mechanical couplers which will increase overall cost.
- District doesn't support a signed detour as noted in the report at all. Too long and minimum local crossing to get from one side of town to the other. Can present as an option but would low unless there some type of accelerated construction added to get the bridge back open.
- Harold also mentioned if bents are in the banks, a permit will be required for river bank stabilization.

- Next milestone is the Concept Team Meeting
- Chris asked if there was any consensus on a preferred alternative. The preferred alternative discussed was:
    - 0013998 – Unknown at this time and depends on staging details for constructability. Carol will share alternatives with the bridge office and provide feedback.

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Meeting Minutes

Date:	May 16, 2018	Time:	10:00 am
Location:	GDOT District 2 Office		
Project:	PI No. 0013998, SR 186 at Apalachee River		
Subject:	Concept Team Meeting		
Recorded By:	Nina Gailey		

Attendees	Organization	Phone	Email
Darren Wilton	Moffatt & Nichol	404-205-8530	dwilton@moffattnichol.com
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Jimmy Hobby	GDOT Utilities	478-553-3380	jhobby@dot.ga.gov
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Shane Giles	GDOT Traffic Ops		shgiles@dot.ga.gov
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Rob Goss	PPI		804rg@ppi.us
Galen Davis	GPO		gdavis@southernco.com
Joel Seagraves	GDOT		jseagraves@dot.ga.gov
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Jeramy Durrence	GDOT		jdurrence@dot.ga.gov
Kim Coley	GDOT		kcoley@dot.ga.gov

- Mindy Sanders, the GDOT Project Manager, began the meeting with introductions of all meeting attendees and everyone's role in the project and a brief description of the project. She then turned the meeting over to Darren Wilton to discuss the project.
- Darren utilized a Powerpoint presentation during the meeting to discuss the Concept.

- Project Background was discussed including the location, project purpose and need, bridge condition, age, and pictures of the existing bridge were included. The existing roadway is a two-lane rural major collector (45 mph) located southwest of Watkinsville, GA.
    - Darren noted the existing bridge is 468-feet long, 13-spans with concrete girders, 12-foot travel lanes with 1-foot shoulders. Proposed bridge is approximately 500-feet long with 12-foot lanes and 8-foot shoulders. Roadway would have 12-foot lanes and 8-foot shoulders.
    - Darren noted that the existing bridge plans shows the low point on the bridge.
    - Darren noted the width of the river at this location is a very wide reservoir area with a concrete weir dam structure approximately 20-30' downstream of the bridge and an upstream concrete weir dam approximately 1100' upstream.
    - Other existing challenges on the project include an old mill or hydroelectric power facility near the southeast corner of the bridge with a large intake pipeline crossing before the bridge. Terri Holbrook emphasized that this pipeline cannot be impacted. Also, the entire project is within the High Shoals Historic District, the Town Hall is located on the northwest corner of the bridge at Jefferson Road and SR 186, and down Jefferson Road is a U.S. Post Office and Community Church.
- Darren discussed the Existing Year volumes and truck percentages. Open Year and Design Year volumes and truck percentages are pending.
- Environmental considerations were discussed, including Ecology, Aquatic survey and historic resources.
    - Ecological resources – Stream and associated wetlands, Granite Outcrop species
    - Existing old mill or hydroelectric power facility near the SE corner of the bridge with a large intake pipeline crossing before the bridge
    - Aquatic survey is located the Altamaha Shiner
    - Entire project within High Shoals Historic District. Resources to be evaluated including the bridge itself.
    - Archaeology – No eligibility
- The proposed design parameters were discussed. There will be two 12-foot lanes in each direction with 8-foot (4' paved) outside shoulders and 8' outside shoulders across the proposed bridge. The proposed roadway and bridge typical section graphics were presented.
- Four alternatives were discussed for the project, which include:
    - ALT A – Parallel offset alignment to the west 60'
        - Build new bridge as close to the existing as possible with partial staged bridge construction. Demolition for a portion of the existing bridge is not possible due to its narrow width. The intersection of Jefferson Road on the north end of the bridge presents challenges tying back into the existing road-way. Early H&H requirements do not indicate a need to raise the profile, however raising the profile some helps with staging and to eliminate the low point on the bridge is being considered.

- Displaces corner store at the north end of bridge.
- Parcel 4 is the Town Hall.
- The north end of the bridge will impact the old bridge abutment but only an issue if it is an eligible historic resource.

o ALT B - Parallel offset alignment to the west 100'
- Displaces corner store and Town Hall.
- Longer project length.
- The north end of the bridge will avoid the old bridge abutment but is only a benefit if it is an eligible historic resource.
- Jefferson Road will require re-alignment between historic Town Hall and a church just north of the new intersection.

o ALT E – Staged bridge construction with one-lane operation **(Preferred Alternative)**
- North end of proposed bridge would overlap existing bridge
- Build spans 1-3 as full width for two lanes and spans 4-5 wide enough for only one-lane. A staging typical section was presented showing the proposed bridge construction with one-lane operation next to the existing bridge.
- Harold with District 1 mentioned concerns of entire spans being over the existing bridge and overhang jacks not having enough clearance to the existing bridge. Constructability would be difficult and may eliminate this alternative.
- Darren mentioned the issue with partial bridge demolition difficulty by referencing the existing bridge plans and explaining that the existing columns are too close to the outside ends of the bents.

o ALT G – Offsite Detour with road closure
- Balance ease of construction and maintenance of traffic
- Replace bridge at its existing location.
- Allows for complete demolition and proposed bridge construction which reduces construction time.
- Community access to local town facilities is a concern for the Town Hall, Post Office, and Church on the north end of the bridge. Brandon mentioned additional public outreach will be necessary on this project.
- A detour map was presented with the following route for trucks:
- From the south use SR 83 west to US 78/SR 10 north to Ashland, then south on US 441/SR 24 to SR 186 just north of Bishop.
- Net additional length of 26 miles
- Several shorter local routes, no trucks, were also shown on the detour map via Snows Mill Road and Cole Springs Road, approximate increase of 9 miles. Another route includes Snows Mill Road to SR 53 to Ray's Church Road, approximate increase of 12 miles. To the east High Shoals Road to

SR 83 to Wellington and north on Price Mill Road to Bishop, approximate increase of 11 miles.
  - Brandon mentioned coordinating more with the local stakeholders for utilizing a shorter local road for detour. It would require approval by the Board of Commissioners. He also mentioned possible LMIG funding to overlay these local roadways if it helped reduce the overall detour length and provides an adequate pavement surface for the additional traffic the stakeholders are concerned about.
  - Walton County Public Works were open to this and suggested possibly using Jones Woods Road.
- Harold stated he would like to see a bypass alternative to avoid the North High Shoals town because of the complexity. Darren mentioned that the team did look at this, but it was much different than the current programmed project and a new project would likely need to be programmed for this type of project. It would be much more expensive and exceeds the current bridge replacement scope. Harold re-emphasized that the community opposition for any of the alternatives presented would be challenging.
- Detour map needs local routes 1 & 2 lengths verified.
- District 1 suggested if sidewalks should be added across the bridge. The project doesn't currently meet warrants per current GDOT design policy.
- District 1 commented to verify sight distance and driveways and side road intersections.
- District 1 commented to verify that superelevation transitions are not on the bridge. Darren stated that this had been verified during the geometry alignment review.
- District 1 commented that a US 441 Widening project was nearby and construction times should be coordinated.
- Environmental and Permits were discussed, including NEPA, Ecology, History, Archaeology, Public involvement and Air/Noise. It is possible that Section 408 will be necessary on this project.
- Existing utilities were listed and no other utility owners were added.
- Other project items were discussed, including lighting, off-site detour, Transportation Management Plan (TTC), context sensitive solutions and MS4 (permit is required). Brandon noted to verify the MS4 requirement due to the new map and memo coming out with the next month from GDOT. This may not be required moving forward in preliminary and final plans.
- Darren ended the meeting asking for everyone to please provide any final comments or questions no later than May 30, 2018.

SR 186 at Apalachee River
PI No: 0013998, Oconee & Walton County

Stakeholder Coordination Meeting
January 9, 2019, 10:00 am

AGENDA

A. Introductions

B. Project Description & Limits

The purpose of the project is to replace the existing 468-foot long bridge at SR 186 and Apalachee River with an approximately 500-foot long bridge with 12-foot travel lanes and eight-foot shoulders. The overall project length is approximately 0.30 miles. The substandard existing bridge will be replaced with a bridge that meets current standards and is structurally sufficient.

C. Project Status

a. Currently in Concept Phase

b. Right of Way – January 2020

c. Let to Construction – January 2021

D. Design Considerations

a. Typical Sections

b. Physical Limitations – Downstream Dam structure, Hydroelectric pipeline, property impacts, environmental resources, intersection at Jefferson Road

c. Schools/Emergency Services

d. Accelerated Bridge Construction (ABC) techniques

E. Alignment Alternatives

a. Alternative 1: Offsite Detour (Preferred)
   i. Property Impacts: 2 parcels, 0.86 acres, 1 displacement
   ii. Environmental Resources: 144 linear feet stream impacts
   iii. Construction Duration: 15 months
   iv. Detour Route Length: 15.8-mile increase for through traffic
   v. Estimated Total Project Cost: $7,101,186

b. Alternative 2: Offset Alignment
   i. Property Impacts: 5 parcels, 2.2 acres, 2 displacements
   ii. Environmental Resources: 372 linear feet stream impacts, cultural resources impacted
   iii. Construction Duration: 21 months
   iv. No Detour, existing bridge remains open
   v. Estimated Total Project Cost: $7,464,240

F. Next Steps

a. Public Information Open House (PIOH)

G. Other

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MEMO

To: Darren Wilton

From: Tish Stultz

cc: See attached Sign-In Sheet

Date: January 9, 2019

Re: PI 0013998 Stakeholder Meeting

The following summarizes the meeting held on January 9, 2019.

Introductions: See attached sign-in Sheet

Project Description & Limits: Darren Wilton provided a brief overview of the project description and limits. In addition, the project purpose is to replace the existing bridge that was built in 1958 and has a structural rating of 30 out of 100. Bridges below a rating of 50 are candidates for replacement.

Project Status: Currently the project is in the concept and public involvement phase. The next phase will be preliminary plan design. Right-of-Way is currently scheduled for January 2020 and construction let is January 2021.

Design Considerations:

- The existing bridge is 480 feet long and is very narrow. The proposed bridge will be 500 feet long.
- The typical section is proposed to be two 12-foot travel lanes (one each direction) and 8-foot shoulders.
- The dam structural components both above and below the waterline has played a role in the placement of the proposed bridge.
- There is a large hydroelectric pipeline at the beginning of the project, and the bridge will have to avoid this pipeline. Locals stated they have heard the pipeline may be abandoned and the property is to be sold by the current owners to possibly Georgia Power. This will be investigated by the designers.
- GDOT reached out to the schools and EMS to notify them of the proposed off-site detour.
    - Fire department stated detour would have minimal impact on response time and didn't have any concerns. Oconee EMS stated when they are called to assist other counties south of the river, it would add extra time since the hospital destination is in Athens, Ga. Morgan County EMS would have minimal impact except when transport to Athens, Ga hospital is necessary.
- Accelerated Bridge Construction (ABC), methods were discussed. These include off-site detour and prefabricated columns, bents, and slabs.
- Intersection at Jefferson Road is in close proximity with the proposed bridge.

Alignment Alternatives: Two alternatives were discussed.

- Alternative 1 (preferred)
    - Pros: 2 parcels impacted/1 displacement, 0.86 acres of Right-of-Way required, less stream impacts (144 lf), lower construction cost, shorter construction time. (See attached agenda)
    - Con: Off-site detour. Detour will be signed on State Routes. Locals can use local roads.
- Alternative 2 (offset alignment)
    - Pros: No detour
    - Cons: 5 parcels impacted, 2 displacements, 2.2 acres Right-of-Way required, larger stream impacts (324 lf of stream impacts), 21 months construction time, more costly construction, maintenance of traffic more difficult.

Next Steps:
Public Information Open House tentatively scheduled for March 7; location to be determined by GDOT District Communication office.

Open Discussion:

- If Alt 2 is considered, can the old bridge be used for fishing and local recreation use? If this were to occur, GDOT would not maintain the old bridge and the city/county would have to find mechanism for maintenance.
- What measures are made to protect the water quality of the river? GDOT explained the plans will include erosion control measures/plans, a hydrologic study will be conducted. Special Provisions may be included for the protection of protected species. USACE permit will be required.
- How will the bridge be deconstructed? Options are still being considered. Some options are: barge under bridge, but may not be deep enough, jetty, or cofferdams, lifting sections of the bridge off from the top.
- Will there be any aesthetics incorporated in the bridge design, such as using local stone at the beginning and ends of the bridge. GDOT stated options can be discussed, however it may increase the construction costs. Alternative railings can be reviewed also, yet these too may increase construction costs. GDOT stated that these options would likely require an agreement form the city to assist with funding.
- This road is heavily used by cyclists. Route is currently not designed as a bikeway. In addition, there are no staging areas on either side of the bridge for cyclists to gather. Local bike riders have asked if a "good" bike lane can be provided. GDOT stated if a bike lane/path is added, it would not change the width of the bridge as proposed. Bike criteria can be found in the "Design Policy Manual."
- Locals stated this area has increased traffic from the Walmart Distribution Center and Quarry.
- Locals stated they have heard that others want to breach the upper dam. This will be researched by the designers.
- Locals inquired who is the point of contact? Mindy Sanders is GDOT PM. Misanders@dot.ga.gov; Ph: 678-986-7648.

Meeting Adjourned

Attachments: Meeting Agenda

PI 0013998

PLEASE PRINT

1/9/2019

Name:	Representing:	Email:	Phone Number
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Tish Stultz	CALYX	tstultz@calyxengineers	678 795-3624
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Meeting Minutes

Date:	April 9, 2019	Time:	3:00 pm
Location:	GDOT, Room 405 OGC		
Project:	PI No. 0013998, SR 186 at Apalachee River		
Subject:	Alternatives Review Meeting		
Recorded By:	Darren Wilton		

Attendees	Organization	Phone	Email
Mindy Sanders	GDOT – OPD	678-986-7648	misanders@dot.ga.gov
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Carol Kalafut	GDOT – Bridge	404-631-1882	ckalafut@dot.ga.gov
Derrick Cameron	GDOT – OPD		dcameron@dot.ga.gov
Kelly Hairston	GDOT – D1 CONST	706-583-2644	khairston@dot.ga.gov

- Mindy Sanders, the GDOT Project Manager, began the meeting and outlined the purpose of the meeting which is to evaluate the alternatives and project information to decide which alternative would be the preferred alternative (off-site detour or on-site detour via an offset alignment) in order to respond to public comments and finalize the concept report.
- At the PDOH, the offsite detour and offset alignment were presented to the public and included in the PDOH informational letter provided to attendees and on GDOT's Public Outreach website.
  - Bobby Dollar asked how we arrived at the decision to present both alternatives at the PDOH? He stated GDOT Policy for PDOH's normally is to present only the preferred alternative and the required off-site detour route, if one is required for bridge closure, based on all of the project information evaluated.
    - Mindy stated that we originally planned to present only the preferred alternative, but Program Delivery requested that both alternatives be shown at the PDOH.
    - Darren added that same question was raised during the February monthly meeting.
  - Bobby added that the public majority will almost always choose keeping the road open for convenience rather than evaluating all impacts to be considered when choosing the most feasible and prudent alternative.
- Derrick Cameron responded that the PDOH has been completed as directed with two alternatives shown and asked which alternative the public preferred.

  - OES mentioned the results from the PDOH comment cards were not overwhelmingly in favor for the offset alignment alternative.
  - The PDOH feedback did not strongly favor either alternative presented so other factors need to be considered.
- Darren mentioned that during concept development, the Alternatives Meeting, and Concept Team Meeting, five alternatives were evaluated, and a wide-range of impacts were reviewed by multiple consultant and GDOT personnel and Offices. This process narrowed the alternatives to 2.
  - The factors used in this process were environmental impacts, property impacts, constructability, public involvement, detour length, project cost, and construction duration.
  - As shown in the PDOH letter, the off-site detour is preferred because it has the least amount of property impacts, environmental impacts, construction duration, and project cost. Unfortunately, it also requires a 15.8-mile-long detour for truck and through traffic (locals will likely take shorter routes via local roads).
- For environmental, CALYX and OES agreed that 4(f) will be required with either alternative.
  - The entire project is within the High Shoals Historic District, and the Town Hall is a contributing resource. David added that the Mayor mentioned a new Town Hall is being built, so how does that affect this resource if it is repurposed? It was determined that if the interior/exterior architecture remains the same, it will remain eligible.
  - Ecology impacts are less with the offsite detour alternative (estimated 144 feet vs. 372 feet of stream impacts).
  - Archaeological resources exist on the southwest corner of the existing bridge.
    - A Phase I field survey has been completed and Phase II testing has been recommended for the identified resources.
    - The off-site detour alternative is the least impactful to these resources.
    - The offset alignment alternative to the west will have far greater impacts to these resources and potentially add mitigation cost.
    - Carol asked if the off-site detour alternative's west shift at the begin bridge was necessary. Darren explained the original off-site alignment matched the existing bridge exactly but would require superelevation transition to occur on the bridge. During concept development, the Bridge Office requested the transition be shifted off of the bridge leading to the current preferred alignment. She asked if a Design Variance or Exception could be made to avoid that and requested curve radius information. M&N agreed to provide that information to the Bridge Office.
- For property impacts, the off-site detour is 0.86 acres vs. 2.2 acres and one less displacement.
- For project cost, the off-site detour is about $360,000 less without consideration for cultural resources mitigation which could increase this difference by as much as $500,000 to $1 million.
- Construction duration for the off-site detour is 15 months vs. 21 months.

  - The off-site detour allows the contractor to get in and get out with improved constructability.
  - Kelly Hairston with District 1 Construction also described the construction challenges of the offset alignment option, including safety concerns for workers and traffic, erosion control, traffic maintenance, and staging challenges.
- Bobby reminded the team that a Conceptual Stage Study would be required due to the known displacement. Mindy will contact Wade Keller with R/W.
- Darren asked all attendees if any additional information was needed about the concept development in order to decide which alternative overall was the most feasible and prudent alternative. All agreed that the off-site detour alternative was the preferred alternative to move forward with in the Concept Report and for providing public responses.
- Moffatt & Nichol will finalize the Concept Report with the off-site detour alternative as the preferred. Minutes from this meeting and the Stakeholders meeting will be included as attachments.

- Name: Emil Beshara
- Date11/14/17
- Title: Director of Public Works
- County: Oconee County
- PI or Structure Number (from letter): PI 0013998

Q1

Please quantify the number of impacts anticipated by an off-site detour.

Daily number of vehicles?

Daily number of trucks?
Number of residences?
Number of businesses?
Detour length?

Q2

Please rate the impact on service if the bridge were closed for up to a year?

Major Concerns

Q3

If concerns were identified, please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.)

Main area of concern is provision of a detour route restricted to State highways only. Local roads (Price Mill Road, Snows Mill Road) are designated No Thru Truck Routes by local ordinance. Significant truck traffic coming from the ER Snell and Hanson Good Hope facilities utilize SR186 coming to Oconee and Clarke county.

Q4

Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

None Known

Q5

Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

ER Snell and Hanson

Q6

Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

I have never heard anyone reference SR186 as “Hopping Road”

0013998 SR186 over Apalachee River
Oconee, Walton, & Morgan Counties
Detour Comments

General Comments:

- Generally, GDOT does not make detour decisions/concessions based on a private business that may be impacted.
- Verify various county roads' pavement structures can handle the increase in traffic.

Detour Route (All Traffic):

- Appears viable; Quarry hauling operations would be more affected carrying material to the East with minimal impact hauling West.
- Experiment Station Rd/SR53 in Oconee Co. (0009011) may be under construction at some time while detour is in place.
- Length is questionable; Locals may not be aggregable.

Detour Route – LTR 1 (No Trucks)

- Ensure signage at SR83/Snows Mill Rd is clear and concise; the turn onto Snows Mill is approximately 420' South of where SR83 Turns onto SR83/James Huff Rd and can be confusing.

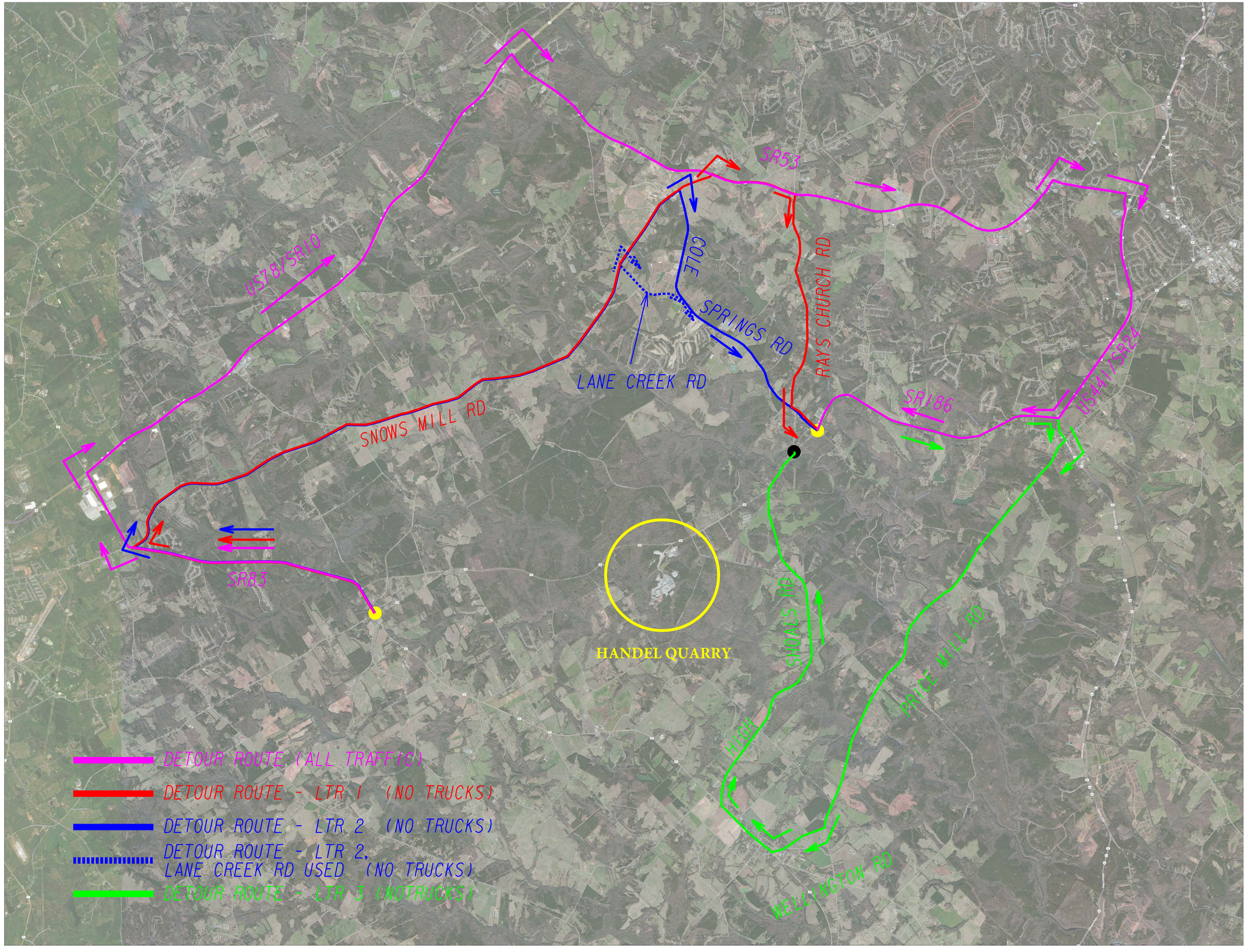
Detour Route – LTR 2 (No Trucks)

- Ensure signage at SR83/Snows Mill Rd is clear and concise; the right turn onto Snows Mill is approximately 420' South of where SR83 Turns onto SR83/James Huff Rd.
- Detour map provided unclear; is Lane Creek Rd used to connect to Cole Springs Rd?

Detour Route – LTR 3 (No Trucks)

- The intersection of Price Mill Rd. and Wellington is located in a sharp curve; ensure signage is clear and concise, as Wellington is easy to miss.
- Wellington Rd. is a low volume residential street, and increase in traffic could damage the pavement structure
- There are two (that I know of) large speed risers on Wellington (see attached picture)
- Price Mill Rd experiences long queues currently at its intersection with US441/SR24 during peak hours; signing this as a detour would only add to this.

Attachments:
Detour map
Picture of Speed Riser on Wellington


US78/SR10
SR53
COLE SPRINGS RD
RAYS CHURCH RD
LANE CREEK RD
SNOWS MILL RD
SR186
US441/SR24
SR83
HANDEL QUARRY
HIGH SHOALS RD
PRICE MILL RD
WELLINGTON RD
DETOUR ROUTE (ALL TRAFFIC)
DETOUR ROUTE - LTR 1 (NO TRUCKS)
DETOUR ROUTE - LTR 2 (NO TRUCKS)
DETOUR ROUTE - LTR 2,
LANE CREEK RD USED (NO TRUCKS)
DETOUR ROUTE - LTR 3 (NOTRUCKS)

PI 0013998, Oconee, Morgan, Walton Counties
Georgia Department of Transportation
Bridge Replacement Project
Detour Impact Form for School Board

Using the attached project map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use "N/A" or "Non-known" if no relevant information to question is available. If you need additional information or mapping for this project, please contact us.

1. How many School Buses crossings over this bridge are there per day?

Number of Buses 0 Number of Trips 0

2. Please rate the impact on service if the bridge were closed for up to a year?

☐ No Concerns ☑ Moderate Concerns ☐ Major Concerns

3. If concerns were identified, please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.)

OUR BUSES DO NOT CROSS THE BRIDGE @ 186 and the APALACHEE RIVER. HOWEVER, WE DO HAVE STUDENTS ON JEFFERSON RD and ON FRAZIER HILL RD.

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

THE HOURS BETWEEN 6:45 am and 8:00 am and 2:30 pm and 4:30 pm. THESE ARE TIMES MY ROUTES WOULD BE IN THE AREA.

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

Duane Peterson
DIRECTOR OF TRANSPORTATION
706-769-5130 x1502

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

DEPENDING ON WHERE THE ROAD IS CLOSED WOULD DEPEND ON HOW A ROUTE IS AFFECTED.

Form Completed by (Name): Duane Peterson

(Title): DIRECTOR OF TRANSPORTATION
Date: 9-6-17

- Name: Karla Hulsey
- Date: 11/28/2017
- Title: Oconee County EMA/EMS Coordinator
- County: Oconee County
- PI or Structure Number (from letter): PI 0013998
- Phone Number: 7063103600

Q1
Please rate the impact to Emergency Response services if the bridge were closed for up to a year.
High Impact

Q2
If there are concerns please specify. Be as specific as possible. (examples: condition of detour routes, located in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service)
Mutual aid response to Walton County would be significantly delayed.

Q3
Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.
Not aware of any at this time.

Q4
Is there anyone you feel we should contact specifically regarding this project? Please note their name, contact information, and reason we should contact them?
Mayor Toby Bradberry, North High Shoals City Council, P.O. Box 129, High Shoals, GA 30645, Phone # 706-769-4289. Wes Boss, Station 6 Fire Chief, Phone # 706-215-5608

Q5
Are there any additional comments you have for this project? Are the road names referenced the names the locals would use?
Respondent skipped this question